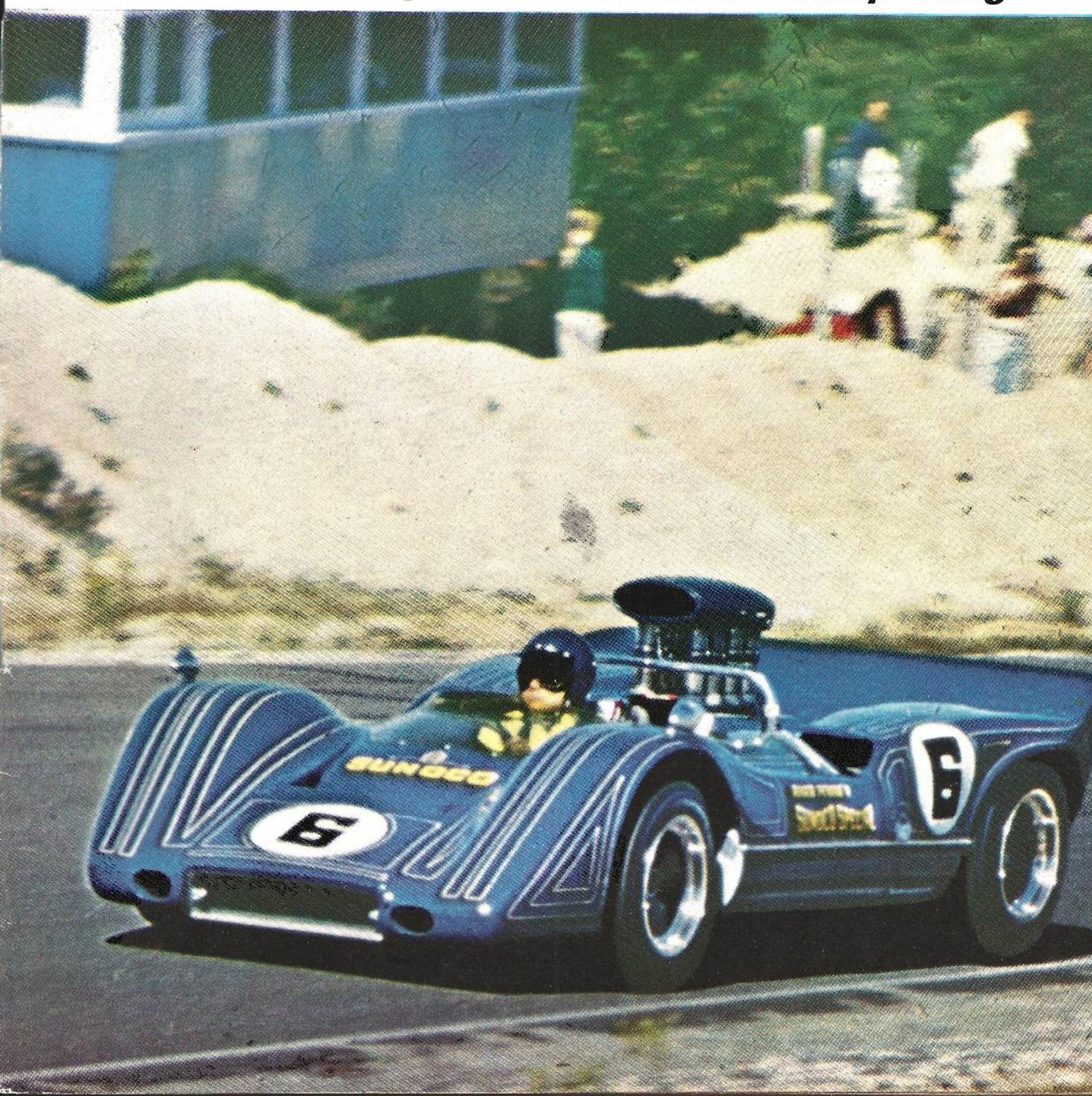


AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

First CanAm — Indy 500 — Porsches swamp 'Ring

500





Shell at speed. Monaco G.P., 1968

Some oils never travelled so fast

Shell oils travel fast every weekend in the season.
180 at the Nurburgring, 185 at Monza, 215 plus at Le Mans.
World class drivers rely on Shell. They pour it in and relax.
So can you. Your Shell Super Oil is backed by 50 years
of speed and success on the tracks. Not like some oils.



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper

6 June 1969 Volume 38 Number 23

contents

- 2 Pit and Paddock
- 6 Correspondence
- 6 Diary
- 8 Porsches rub it in at the 'Ring
- 13 Mazet dominates La Châtre
- 14 Acropolis Rally: Toivonen at last
- 17 Total's test day
- 18 Profile: Alan Rollinson
- 22 Road test: the Ford Capri 1600 GT
- 25 Indy 500: Mario makes it
- 30 Records fall at Barbon
- 32 Disappointing Kirkistown
- 33 BARC's NT Silverstone
- 36 McRae and McGovern at Brands
- 37 Club News

Facing page 28 CanAm 1: Guess who?

Editor	Simon Taylor
Technical Editor	John Bolster
Deputy Editor	Quentin Spurring
Assistant Editors	Justin Hales, Jeff Hutchinson
Overseas Editor	Patrick McNally
Rallies Editor	John Davenport
Northern Representative	Ian Titchmarsh
Group	
Advertisement Manager	Colin Martin
Advertisement Manager	Giles Power
Staff Photographers	Peter Burn, Tony Osborn
Executive Editor	John Houslander
Correspondents	
Scotland	Bill Henderson
Northern Ireland	Beatty Crawford
Eire	Brian Foley
Italy	Alan Phillips
Australia	Peter Bakalor
New Zealand	Peter Greenslade
South Africa	Roger Houghton
USA	Pete Lyons
US West Coast	Gordon Martin
Canada	Bob McGregor
South America	Dr Vicente Alvarez

Published every Friday by

Autosport, Haymarket Press Ltd, Gillow House,
5 Winsley St, London W1 Tel: 01-636 7766/3600
9 Harrow Rd, London W2 Tel: 01-723 0094
UK and Overseas (surface mail) £8 4s 8d pa
USA and Canada £8 10s 11d pa
Direct from the publishers or all newsagents
Reprinting in whole or part of any matter appearing
in AUTOSPORT is forbidden, except by
permission of the publishers. ©Autosport, 1969



MEMBER OF THE
ADVERTISING CIRCULATIONS

editorial

ONE-CLASS SPORTS CAR RACING

ALTHOUGH Group 4 and 6 racing has picked up in interest this season after a pretty dull first year of the 3-litre and 5-litre limits, there is still a very great deal which needs to be done by the FIA to improve the racing. Porsche is a very extensive set-up, backed by superb organisation provided by Messrs Steinemann, Peich and Bott, and equally extensive funds (two cars were badly damaged by Siffert and Elford during practice for the Nürburgring 1000 Kms last weekend, and with little fuss two more were wheeled out to take their places), and as things are now they have ruled all this year, and in fact clinched the championship last weekend.

The domination by any one *marque* of a category always encourages potentially boring racing and, were it not for the efforts of Ferrari, Group 6 would be providing very little spectator value. The Ferrari 312P has excelled so far mainly due to the quality of its drivers, for the Porsche 908 is faster, and even if the Ferrari had not suffered from unreliability it would have stood little chance against the sheer numbers of the German offensive.

At the root of the trouble is the situation which demands that 25 cars must be built to qualify for Group 4 homologation, which is becoming more and more farcical. Porsche have shown this by building 25 of the new 917, and Ferrari will do the same with their 512Ss. In fact, the 4.5-litre Porsche, after an outing on a fast circuit (Spa) and a slow one (Nürburgring), has not shown up very well in the handling department, although it is probably the fastest sports car of its type in existence. The big G4 Lolas are becoming more reliable and, with better handling, faster, although they too, apart from the "freak" Daytona race at the start of the season, have not met with too much success.

Perhaps what is needed is a formula which merges G4 and G6 and allows racing on a pure capacity basis. This would mean the end of homologation specials and open the door to other constructors, such as McLaren, whose M6GT was refused G4 homologation. Undoubtedly sports car racing would benefit immeasurably from their presence. After all, a category which has got into such a state that 2-litre G4 cars are running without a spare wheel, in order to qualify for a less competitive G6 class, just has to need revision.

our cover picture

This year's CanAm series is already underway, with eleven rounds to last year's half a dozen, and once again it seems that a McLaren is the car to have. This is last year's most successful non-works car, the Roger Penske McLaren M6B of Mark Donohue.

Photo: Pete Lyons.

pit & paddock

F1 McLaren for Gethin? Another Matra test crash Woolfe buys 917

Grand Prix Geth

Peter Gethin, who has so dramatically proved his worth this season with his handling of the works-blessed Church Farm McLaren M10A Formula 5000 car, may well get a drive in a McLaren Formula 1 car in the British Grand Prix. If all goes well with the new M9A 4wd car, which is due to make its *début* at Zandvoort this month, Denny Hulme will drive it at Silverstone and Gethin may be offered his M7A.

Still on the Formula 1 front, it now seems very likely that Pedro Rodriguez will be in the number 2 Ferrari Formula 1 car at Zandvoort, and subject to his contract with Tim Parnell he may well retain this drive for the rest of the season, using the car that Derek Bell drove at the *Daily Express* Silverstone in March.

Johnny Servoz flips 650

Another of the Matra Le Mans cars has been seriously damaged in a testing accident. Last week Johnny Servoz-Gavin was lucky to escape with a dislocated foot when he spun one of the new Type 650 V12 Spyders during tests at Marigny-le-Grand airfield. The car touched a course marker and flipped, but fortunately landed on its wheels; however, the damage to the car is severe and, with only a few days before the car must be presented for scrutineering, Matra Sports say they will almost certainly only field three cars for the 24 Hours on Saturday/Sunday week—two 630/650s and a year-old 630.

Servoz-Gavin is expected to be completely fit in time for the 24 Hours, but Henri Pes-

carolo is still recovering from the injuries sustained in his Matra testing accident at Le Mans in April, and Piers Courage was apparently approached by Matra to drive one of the cars; however, latest news is that Herbert Müller will join the team.

First big Porsche in captivity

The first Porsche 917 4.5-litre flat-12 Group 4 car to reach private hands has been delivered to John Woolfe in time for Le Mans, where it will be driven by Woolfe and Digby Martland. Apart from being turned out in Woolfe's blue and yellow colours, it is identical to the works cars; the rest of the homologated 25 units are unlikely to be sold for a while for, after having been built in 10 days to satisfy the homologation committee, they have now been dismantled again and are being rebuilt more slowly to Porsche's racing tolerances!

Woolfe's 917 is also entered for the Vila Real Six Hours in Portugal on July 6, when he will probably share the driving with Dickie Attwood. The Porsche joins the new Mk 3B Lola in the Woolfe stable; the ex-Sid Taylor Lola Mk 3, which won the Silverstone Group 4 race in the *Daily Express* meeting last March driven by Denny Hulme, and the Chevron-Repco B12 Group 6 car are both for sale.

Ferrari's Group 6 coupé

Ferrari are preparing a new closed version of the 312P Group 6 car, with a differently-shaped nose section, for Le Mans. Chris Amon has tested the car at Monza and will drive it

in the 24 Hours with Pedro Rodriguez. Drivers for the second entry, the open car raced last weekend at the Nürburgring, are not yet fixed but are likely to be chosen from Derek Bell, David Piper and Peter Schetty.

Six-litre racing in US

Our American spy reports that the atmosphere at Indianapolis last week seemed to indicate a general evolution in USAC racing towards a new formula which would permit only six-litre stock-block engines. The big wheels in Detroit are in favour, and such a ruling would tie in with the new NASCAR capacity limit, which is to be reduced from seven litres to six litres. With the proposed merger between USAC and SCCA (*Pit and Paddock*, May 23), this capacity could become universal in all types of American racing—and whichever one of the Detroit big three has the best six-litre stock block would rule the roost.

Westbury—the plot thickens

Colin Crabbe tells us that at the Whit-Monday Mallory F5000 meeting he certainly did sign the organisers' sheet to show he did not mind late entry Peter Westbury taking part, and that he would certainly not have taken any steps to protest about Westbury's inclusion. It thus remains a mystery why the stewards decided not to let Westbury run, after his late entry had been accepted on condition that none of the other competitors objected, and he had been allowed to practice. Could they have been worried that it might have rained and Westbury's very competitive Formula 2 Brabham BT30 might have made all the F5000s look stupid?

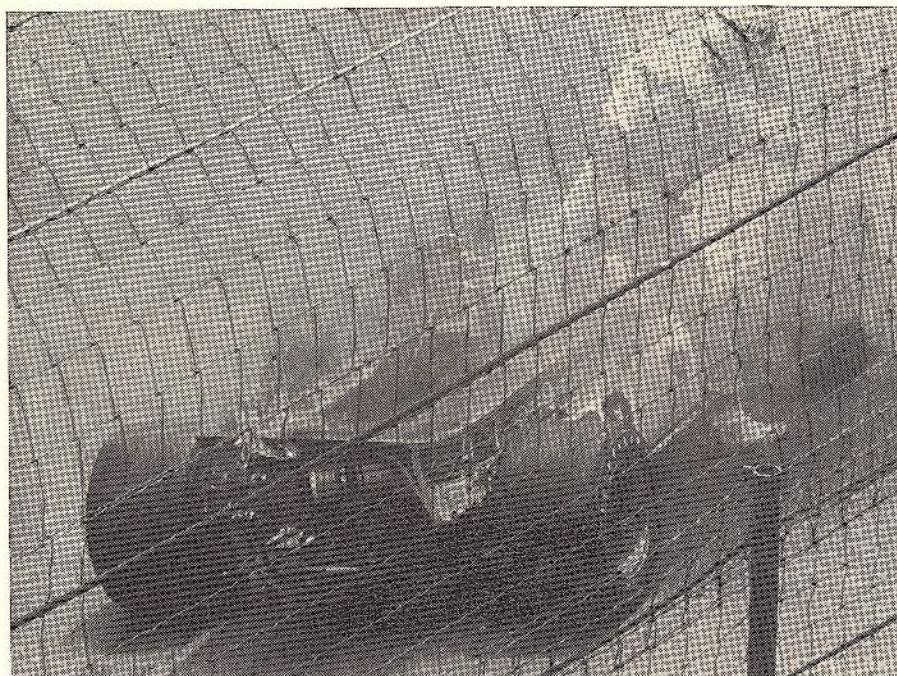
Colin Crabbe's Formula 5000 BRM-Ford, H16 chassis P83/01, is now for sale, owing to his time-consuming Formula 1 McLaren project. Colin also has another two BRM chassis, both for sale: P83/03, and a 1961 P57 chassis with a 4.7-litre Ford V8 engine.

Bert's back

Bert Hawthorne is yet another New Zealander to come over to England to race, but in his case it's a return visit as he was born in Northern Ireland and emigrated when he was 11. He had his first race at the age of 18 in a Ford Anglia and, after working for Fords in Christchurch, he came to England in 1964 as a mechanic for the Brabham-Honda F2 team. Having returned to New Zealand he raced a Brabham BT21 twin-cam in the 1968 Tasman Series, and was fourth in the Gold Star Championship behind Levis, Lawrence and McRae. He has now bought Graham Coaker's F3 BT21B and will campaign it in European F3 events, starting with Montlhéry this weekend; he is being entered by the Paul Watson Racing Organisation.

F2 Zolder

On Sunday the Formula 2 set will be at Zolder for the Grand Prix du Limbourg, where Jochen Rindt and Graham Hill head the entry in their Winkelmann Lotus 59Bs. Jackie Stewart and Johnny Servoz-Gavin will be in the Tyrrell Matras (if Servoz is not at Montlhéry doing the GT race), Piers Courage, Malcolm Guthrie, Peter Westbury and Kurt Ahrens in their BT30s and Jo Siffert, Gerhard Mitter and Dieter Quester in the BMWs. Alistair Walker's newly acquired ex-Courage BT23C will be driven by Jacky Ickx, while in other 23Cs will be Bill Ivy, Graham McRae, Robin Widdows, Xavier Perrot and Graham Birrell. Eric Offenstadt and Patrick Dal Bo will be in the works Pygmées, John Watson in his Lola T100, Werner Lindermann in his Brabham BT23, John Pollock in the Lotus 48 and Roland Binder in a Tecno.



Jim McElreath leaps from his burning car after bringing it safely to a halt during the Indianapolis 500. Our full Indy report starts on page 25.

Victory 1969.

MAY

Silverstone Martini International Trophy Meeting

Martini International Trophy

1st Chris Craft Lola T70

British Racing Saloon Car Race

1st Roy Pierpoint Ford Falcon Formula Libre Race

1st Harry Ratcliffe Mini Cooper 1275 'S' International Sports Car Race

1st W. Green Chevron B5

Austrian Alpine Rally

**1st Hannu Mikkola/Mike Wood Ford Escort TC
Entered by the Ford Motor Co. Ltd.
plus 1st and 2nd in over 1600 class**

Crystal Palace International Race Meeting

Greater London Trophy Race Formula 3

**1st Tim Schenken Repco Brabham Ford
Norbury Trophy Saloon Car Race (over 1300 cc)**

1st Frank Gardner

Anerley Trophy Saloon Car Race (up to 1300 cc)

**1st Gordon Spice Morris Mini Cooper 'S'
plus 1st place in every class**

European Touring Car Championship

**Brno G.P. 1st Dieter Quester BMW 2002
plus 2 class wins**

Japanese International Grand Prix

1st Leo Geoghegan Lotus Repco V8

Years of success in rallies and races have gone into Castrol Oils.

Consistently tough.

Consistently smooth-running. The Castrol combination never varies.

Protective strength.

Constant viscosity.

Terrific resistance to wear. Castrol performance stays the same. Season after hard-fought season.

Enjoy this quality of oil. As well as the rally and racing drivers. Ask for GTx for yourself. You can only win.



Grand Prix de Paris

This Sunday's Grand Prix de Paris on the 3.36-km variant of the Montlhéry circuit features an excellent F3 entry, including Schenken's Brabham, Beckwith and Ikuzawa in Lotuses, Wisell's works Chevron, Jabouille and Depailler in works Alpines, Dubler, Jausaud, Mazer, Gaydon and others in Tecnos, Lanfranchi's Merlin, Beuttler and Cassegrain in their BT28s, Hansen and Barric Smith in Chevrons and many more. The supporting Group 4 and 6 race has Redman, Bonnier, Craft and Martland in Lola T70s.

Walker at Vallelunga

Dave Walker scored another Formula Ford win last Monday at Vallelunga, bringing his Jim Russell Lotus-Holbay 61 home ahead of Emerson Fittipaldi's Merlin-Rowland Mk 11A, Claude Bourgoignie's JRRDS Lotus-Holbay 61 and Tony Trimmer's Titan-Lucas Mk 4, although Trimmer retains his lead in the European FF Championship. The Formula 3 race went to Vittorio Brambilla's old-type Birel from Claudio Francisci's Brabham BT21B and Giancarlo Gagliardi's Brabham. Full report next week.

Francisci at Monza

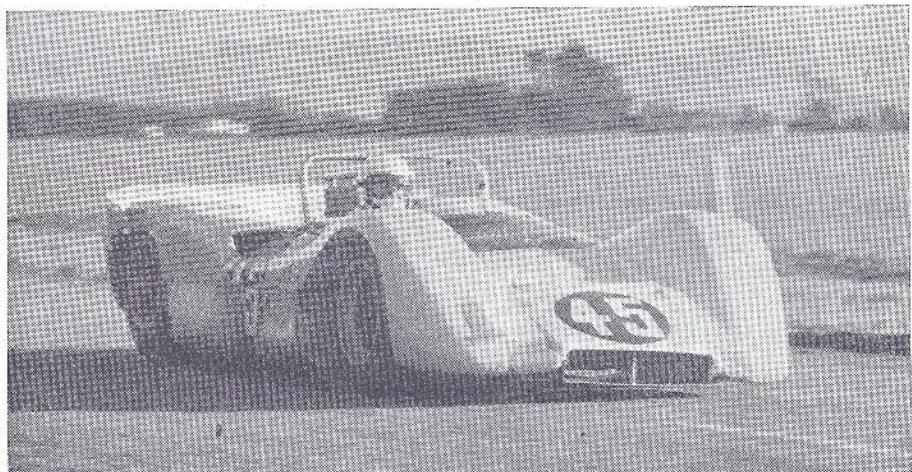
Claudio Francisci won the seventh Premio Fina F3 race on the Monza Junior circuit on May 18 in his Brabham; he was 0.4 sec clear of Gian-Luigi Picchi (Tecno), who was just second from Jean Blanc's similar car, and next up were Maurizio Montagnani and Cliff Haworth, also in Tecnos. Blanc and Picchi won their heats.

Ei Blanco moves up

Following Bob Clarke's resignation as General Manager of the BARC, Grahame White, the Competitions Manager, has assumed the responsibilities of both positions.

Weekend sport at Oulton . . .

There are rounds of the Redex saloon, STP GT and Les Leston Formula Ford championships as well as events for clubmen's cars and *formule libre* machinery at the Mid-Cheshire MRC's Oulton Park meeting on Saturday. Leading entries include Gerry Marshall in the new Shaw & Kilburn Viva



Laurence Brownlie broke the New Zealand car speed record on May 24, driving George Begg's McLaren-based 5.9 Begg-Chevrolet on the bumpy, tree-lined, 18 ft wide South Eye road near Christchurch at 177.9 mph. This was only 4.1 mph faster than Maurice Stanton's ten-year-old record with the incredible four-cylinder Gypsy aero-engined Stanton Special, although the quickest one-way run was 181 mph. Brownlie will drive the works Begg-Chevy Formula A car in the Tasman Series next year.

GT, George Whitehead's Anglia, and Ian Ashley, Tony Trimmer, Mo Harness, Ray Allen and James Hunt in their FFs. Racing starts at 2 pm.

Mallory . . .

At Mallory Park on Sunday, the BARC are staging a nine-race programme which will take in rounds of the Osram-GEC saloon, MN GT, Bob Gerard *formule libre* and Financings Trophy Formula Vee championships. Entries include Alistair Cowin in his McLaren M1B, Alan Gibson and Tim Stock in their Chevron-BMWs, Martin Birrane (Falcon), Simon Saye in his updated F3 Chevron B9/15 and Steve Thompson's Lola T60 t/c. First race is at 2.30 pm.

Snetterton . . .

On Sunday at Snetterton the Cheshunt MC will be staging their first ever race meeting. The Top Gear Trophy race for saloons is the main event of the day, and among those contesting it will be Graham Bean and Freddy Jacks (the latter in the ex-Terry Croker car) in their Anglia twin-cams. Other events in-

clude a Formula Ford race, and a *formule libre* race which should be a pushover for Carlos Avallone's F5000 Lola T140/142. The action begins at 2 pm.

Silverstone . . .

The Eight Clubs Silverstone race meeting has its 20th anniversary on Saturday, and sponsorship from Hoverlloyd, the cross-Channel hovercraft people, should ensure a good meeting for the real clubmen run on the familiar Eight Clubs lines.

. . . and Shelsley

All the top names in hillclimbing will be at Shelsley Walsh next Sunday for the fifth round in the Shell/RAC championship, currently being led by David Hepworth (4wd Hepworth-Olds), and an excellent supporting entry includes no fewer than ten 500 cc single-seaters. The Midland AC's meeting starts at 1 pm, and Shelsley is 10 miles west of Worcester on the B4204.

Briefly . . .

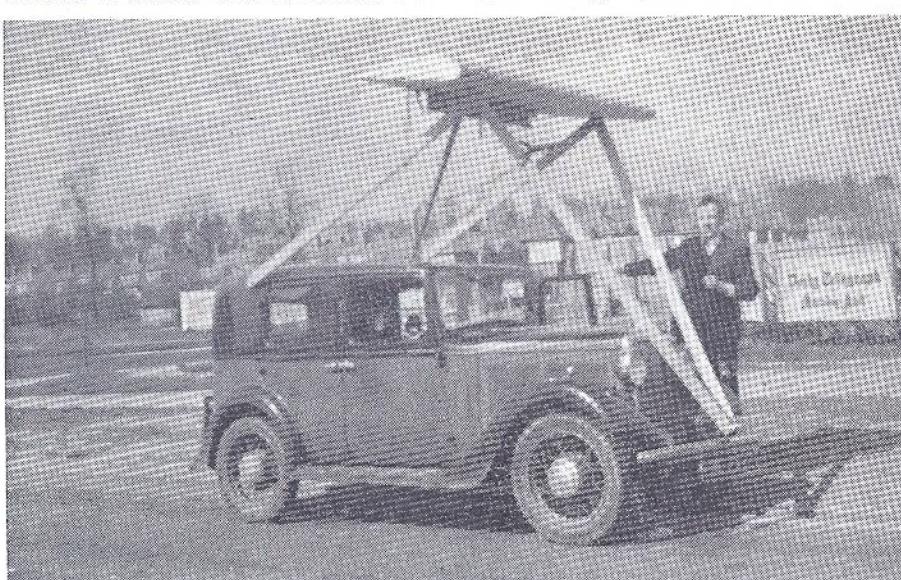
- It seems that there may well be another Argentina Temporada this winter, although it is unlikely to be for Formula 2 cars. Both Formula 5000 and a sports car series are being considered.

- Lotus Chief Designer Maurice Philippe will talk on racing car design and construction, with special reference to four-wheel-drive, at the Club Lotus clubnight at the Abbey Hotel, North Circular Road, London NW10 at 8 pm next Wednesday. A filmed interview with Graham Hill will also be shown.

- Basil von Rooyen was lucky to escape with slight facial injuries when he crashed his ex-works McLaren-Ford M7A Formula 1 car during practice at Kyalami last week. The car lost a wheel and virtually disintegrated.

- It seems that the Modena acrodrome circuit, used for testing by Ferrari, Maserati, Tecno, and de Tommaso, will no longer be available for use by racing cars.

- Perhaps the most outstanding, and certainly the most crowd-pleasing, incident at last Sunday's La Châtre F3 meeting occurred when a Formule France driver wandered round to stand inside the circuit hairpin to join a vast crowd of others to watch the F3 race. After some heated words, the Clerk



Before the aerofoil controversy dies down, we couldn't resist publishing this picture sent us by a reader. It was taken in 1938—and we reckon this wing would promote positive, not negative, lift!

of the Course suddenly lashed out with his fists. To the cheers of the crowd, some gendarmes grabbed the official and let him cool down for a couple of minutes. The driver walked away, but within seconds the C of C was at him again. The crowd cheered the driver on, and eventually the gendarmes removed the offending official from his track! Can you see Nick Syrett or Grahame White doing the same?

● Citroëns have been seen travelling at very high speeds on French autoroutes, and something like 140 mph is alleged. It is understood that the merger with Maserati is involved, the engine being a V6.

● First pictures have been published on the Continent of the F3 prototype built by the German-based American firm of McNamara, of which Pete Arundell is now a director. Having built several of their wedge-shaped Sebring Formula Vee cars — one of which is raced in this country by Graham Meek — McNamara are now going into production with the F3, which is very narrow and uses a spaceframe and conventional outboard suspension. The *marque* should provide Formula Vee heroes Helmut Marko, Werner Reidl and Günther Huber with their first taste of Formula 3.

● The Festival of Speed planned for Oulton Park on September 27, which was to have contained several Mid-Cheshire MRC races, has been cancelled.

● Two new Fiats—the 124 Special and the 125 Special—have now become available in England. The 124S features a 1438 cc engine as opposed to the original 1197 cc unit, servo-assisted disc brakes all round and improved trim. It sells for £968. The 125S has an extra 10 bhp from the same capacity 1608 cc twin-cam engine, a five-speed gearbox, quartz iodine headlights, better ventilation system and generally improved passenger amenities. It sells for £1203. Both cars were described by John Bolster in our December 6, 1968, issue.

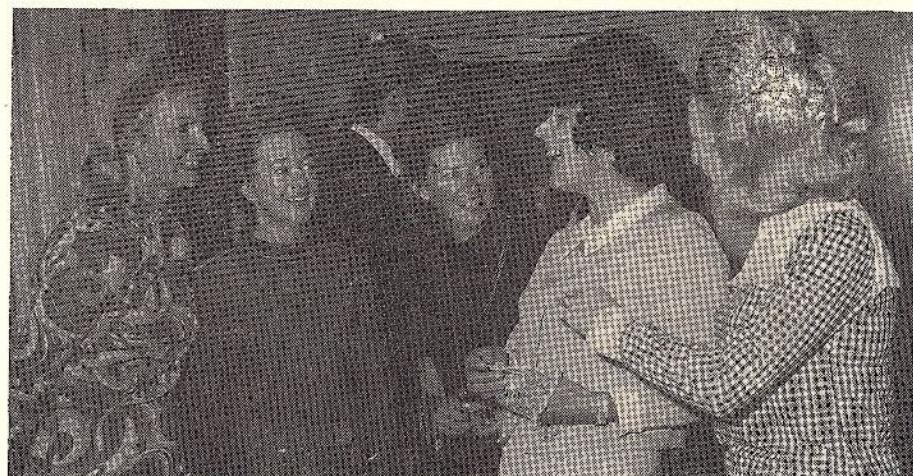
● Swiss Porsche Carrera 6 driver Hans Kuhnus won a surprise victory over the Porsche 910s of Petitjean, Blank and Leinenweber in the recent Wissembourg hillclimb in Germany. An interesting entry was a 1966 Formula 1 Ferrari driven by Hugues Hazard.

● Liverpool Miniman Mike Kearon, whose motor-racing father Mervyn Kearon bestowed him with the initials MPH, has forsaken his familiar ex-Broadspeed Mini-Cooper S, which has been raced over the past three seasons with 1.0 and 1.3-litre engines with considerable success. In its place Kearon has acquired the ex-Malcolm Wayne/Robert Ashcroft/John Scott-Davies Chevrolet Camaro, which should prove an interesting handful after the Mini.

● Armco barrier is being erected almost all round the Le Mans circuit, including down the Mulsanne straight and through the White House kink, in time for this year's 24 Hours race next weekend.

● Roger Keele, the former karting ace, who has been going very well in recent F3 races with the rather outclassed EMC, has parted company with the Ehrlich set-up, and although he will continue to drive MRE's FF Merlin Mk 11A in selected internationals, he is looking for a good F3, GT or F5000 drive. It seems that the EMC will be put into temporary retirement and brought out for a race at Monza in September.

● A special postage stamp is being issued on July 19 to coincide with the British Grand Prix, illustrating Graham Hill in a Lotus 49, and the GPO will frank the June 19 covers with a special one-day handstamp at Silver-



Bette Hill, in recognition of the rôle she plays as wife of the World Champion, was presented with an 18-carat gold nugget by BRSCC chairman Bill Webley at a party last week. The party followed the Doghouse Owners' Club AGM. With Bette are (left to right) Greta Hulme, Betty Brabham, Rosamund Smith (wife of BRSCC's Ian) and Pat McLaren.

stone. The competing drivers have agreed to autograph a small number of covers, for which a draw will be held. The project is in aid of the Disabled Drivers' Association; details from C. Williams, Hon Sec Preston Group DDA, 114 Tulketh Road, Preston, PR2 1AR.

● Rootes have decided to withdraw from official participation in motor sporting events due, they say, to the fact that "the commercial value obtainable is now outweighed by the cost of achieving the highest honours in the sport." Their most recent successes include Colin Malkin's three 1968 British rally championships with a Sunbeam Imp, the Hillman Hunter Marathon victory, and Peter Harper's outright victory in the 1968/69 World of Sport Rallycross championship with a Sunbeam Imp.

● Brian Toft (1.5 Anco) and Alan Gorsuch (1.0 Nova Lotus) are still neck-and-neck in the Monoposto Championship with 19 pts each, leading their respective classes. Derrick Colvin's 1.5 Lola Mk 5B is second with 13 pts from Pat Sumner (1.5 Lotus 22), who has 12 pts; Gerry McHarey (1.5 Cooper T56) and Eddie Heasell (1.0 Lotus 20) both have 11 pts.

● De Sanctis, the racing car constructor who ruled the Italian F3 tree before the advent of Tecno, have announced that for this season they will concentrate on chassis for the national Formula 850, which uses Fiat components. They plan a return to F3 when the new 1600 Formula begins in 1971.

● Contrary to a recent AUTOSPORT report, Merlyn Formula Ford driver Ian Foster uses a motor tuned by Sigma Engineering of Gillingham, Dorset—as do Bryan Sharp and Paul Weldon.

● The London Special Builders' Group of the 750 MC have issued a challenge for the Birkett Six-Hour Relay Race at Silverstone on August 9; they will pay the entry fee and petrol of any other 750 team that beats them. A similar Formula 1200 challenge has been made to any 1200 or 1-litre clubmen's formula team.

● The most disappointed man at Barbon Manor last Saturday was Martin Brain, who was sharing his car with a car-less Tony Griffiths. As he was waiting for engine bits from America for the Cooper-Chrysler, Brain had turned up with no less than an F1 Cooper TB6B, complete with two-valve BRM

V12 engine. Unfortunately the mixture settings were all wrong, being still set up for the Mexico atmosphere, and after spending most of the day trying to start the car the pair could not get down to competitive times.

● At the Total test day at Silverstone last week Joe Lowrey achieved 74.86 mpg in a diesel Mercedes-Benz 220D.

● It seems likely that BLMC's Competitions Dept will be entering a pair of G5 Morris 1300s for the Spa 24 Hours saloon race on July 27/28. Drivers will include regulars John Rhodes and John Handley, while there is talk of a leading foreign name being brought in to share the other car.

● A 100-mile prod sports race with a £250 prize fund will be the main race on the Austin-Healey C's card at their Thruxton meeting on July 27.

● Team Mospeed, the glassfibre and race preparation business run by Bob Evans and Mike Ordway, have moved to Factory 2, Burnham Trading Estate, Burnham Road, Dartford, Kent (Dartford 25674).

● An unfortunate error in our May 23 issue interpreted Jo Siffert's name in Ferodo's advertisement advertising their Monaco success as Sifford. Our apologies to all concerned.

● Yet another New Zealander to come to England to seek his motor racing fortune is Clive Bush, who worked with McLaren last year and is now doing preparation work on his own. Recent projects include inserting a 2.7 Climax mill into an F2 Tecno chassis for a French hillclimber, and helping to sort the FF Royale. In New Zealand he used to race a Lotus 18, and then an 1198 cc sports car based on bits from the 18.

● Lynton Racing of Fortis Green, London N2, who manufacture twin-cam Hillman Imp engines, have been appointed dealers for Uni-power GT cars.

Indy order changes

● Since we went to press with the Indy report the official results have been announced which alter the ones printed. The order should now read: Andretti, Gurney, Kenyon, Unser, Revson, Leonard and Donohue in seventh place. Mark Donohue also won the Rookie-of-the-Year award worth \$5000 in spite of Revson's great drive from 33rd to fifth place.

correspondence

Tribute to Hawkeye

A NYONE who knows anything at all about motor racing is aware of Paul Hawkins' achievements as a driver; I would like to say a little about Paul the man.

In this complex business of international motor racing there are many people who do not allow their personalities to obtrude, for fear that it might jeopardise their chances of getting the right drive. Paul made it to the top, but he was never afraid to call a spade a spade. Many of his classic remarks are truly memorable, like his reference to "lady drivers" at Sebring a couple of years ago.

If I turned to Paul for advice I could always be sure of being told the best and only way to go, for he was so straight and genuine that he would not pass an opinion or offer advice unless he was certain that it was for the best. He would dismiss major catastrophes like his trip into the sea at Monte Carlo with a phrase like, "*!*!, matey, it was just one of those things."

Paul was always fun to be with. If you went to a party and Hawkins was there, you knew that the party would swing—it had to. His personality made people enjoy themselves, for he was always cheerful and energetic. He had many problems of his own, but would always sort them out quietly and never search for sympathy from anyone if things weren't going well for him.

Everyone will miss him, but he would hate to think that anyone was unhappy or talking of quitting racing or of not going to that party or out for that drink because of his death. If he had it over again he would still do that race, as he always fully respected the risks involved. He would say, "*!*!, matey, it was just one of those things; go out and have a good time for me."

HAM, SURREY.

CHRIS SKEAPING.

Poster advertising

WITH reference to your editorial last week about GLC advertising for Crystal Palace meetings, and in particular for last Whit Monday's F3 event, I was intrigued by your comment that it would be interesting to see how the advertising by posters affected the attendance.

I travel daily by British Rail and the Underground and never saw one poster at all, although I particularly looked for them. There were no posters either on the Southern Region stations between Victoria and Crystal Palace. I seem to remember that for the Easter motor cycle races there were no posters on show. So if the GLC have poor attendances at the Palace, it seems they have only themselves to blame.

SOUTH OXHEY, HERTS.

[The editorial commuter trail passed Underground posters for Crystal Palace at Notting Hill Gate and Oxford Circus.—ED.]

AUTOSPORT DIARY

INTERNATIONAL EVENTS

- June 8/12. RSAC Scottish Rally, Blythswood Sq., Glasgow. 10 am.
June 8. GP du Limbourg, Zolder, Belgium (F2).
GP de Paris, Montlhéry, France (F3, G4/G6, G5).
June 14/15. Le Mans 24 Hours, Le Mans, France (FIA G4/G6 Constructors' Championship, round 8).
June 15. Rhine Cup, Hockenheim, Germany (F2).
Telegram Trophy, Lakeshore Raceway, Quebec, Canada (G7, CanAm Series, round 2).
Hameenlinna, Finland (F3, FV, G5).
June 19/22. Geneva Rally (European Rally Constructors' Championship, round 3).
June 22. Dutch GP, Zandvoort, Holland (F1 World Championship, round 4).
Monza Lottery, Monza, Italy (F2).
Brands Hatch 6 Hours, Britain (European Touring Car Challenge, round 5).
Zolder, Belgium (FV).
Mont Ventoux, France (European Mountain Hillclimb Championship, round 2).

BRITISH CLUB EVENTS

- June 6/8. Rover Owners Assoc Fourteenth Annual National Rally and Caravan Weekend, Deer Park, Eastnor Castle, near Ledbury, Herefordshire.
June 7. Mid-Cheshire MRC restricted Mid-Cheshire Cup race meeting, Culton Park, near Tarporley, Cheshire. 2 pm.
TEAC restricted WD&HO Wills race meeting, Lydden Hill, near Dover, Kent. 2 pm.
Eight C closed race meeting, Silverstone, near Towcester, Northants. 11.30 am.
Omagh MC national British hillclimb, Syon-

- fin, Fintona, Co Tyrone. 1.30 pm.
BARC Yorkshire Centre 21st restricted Scarborough Weekend driving tests, Rufforth, near York. 1 pm.
June 7/8. Furness MC restricted New Festival Rally, 89/402/970½. 11 pm.
Bala & BMC restricted Rali Gwyniad, Thomas Motor Mart, Glanrafon, Corwen, Merioneth. 10.30 pm.
June 8. Cheshunt MC copromoted Top Gear Trophy race meeting, Snettisham, near Thetford, Norfolk. 2.30 pm.
BARC closed race meeting, Mallory Park, near Kirkby Mallory, Leics. 2.15 pm.
Midland AC national British hillclimb (Shell/RAC Hillclimb Championship round 5).
Shelsley Walsh, near Worcester, 1 pm.
BARC South Western Centre restricted hillclimb (Castrol/BARC Hillclimb Championship round), Brunton, near Collinstown, Bourne Kingston, Wilts. 41/243562. 2 pm.
Southsea MC restricted autocross (PN6 series, SC round 3), Buddens Farm, Chaltoun, near Horndean, Sussex. 2 pm.
De Lacy MC restricted autocross (PN6 series, N round 3), High Eggborough, near Whitley Bridge, Yorks.
Tunbridge Wells MC restricted Triad autocross (ACSMC championship round), Keylands, Paddock Wood, Kent. 171/674461. 1.30 pm.
Yeovil CC restricted 5th Yeovil autocross (ASWMC championship round), Haselbury Park, North Perrot, near Crewkerne, Som. 177/489093. 2 pm.
Nottingham SCC restricted autocross (EMAMC championship round), Aston Hill Farm, Aston-on-Trent, near Derby. 121/406299. 1.30 pm.
Mid-Cheshire MRC closed autocross, Heathgate Farm, Great Warford, near Alderley Edge, Cheshire. 101/814776. 1.30 pm.
Folkestone & East Kent CC closed autocross and inter-club relay, Great Eddenden Farm, Hawkinge, near Folkestone, Kent. 2 pm.
Morgan 4/4 C restricted sprint, Santa Pod, near Puddington, Beds. 2 pm.
Dudley & DCC restricted sprint, Curborough Farm, near Lichfield, Staffs. 2 pm.
Chichester MC restricted hillclimb, Ditcham, Old Ditcham Farm, near Petersfield, Hants. 2.30 pm.
BARC Yorkshire Centre restricted 21st Scarborough Weekend driving tests, Olivers Mount, Scarborough, Yorks. noon.
Cambridge CC restricted May Manoeuvres (Castrol/BRDA Autotest Championship round), Bourne Airfield, 134/336595. 10 am.
Brighton & Hove MC restricted driving tests (ACSMC championship round), Brighton sea front, Sussex.

- TEAC Vintage Meet '69, Southchurch Park East, Lifstan Way, Thorpe Bay, Southend-on-Sea, Essex; starts Chalkwell Park, Westcliff-on-Sea. 11 am.
June 11. Sevenoaks & DMC copromoted summer evening driving tests, Green sleeves, Knatts Lane, Knatts Valley, Sevenoaks, Kent. 171/568618.
June 11/15. Bugatti OC International Bugatti Rally. Finishes Prescott, near Cheltenham, Glos. June 15.
June 12/15. Bentley DC Golden Jubilee Bentley Shell 500 London itinerary: Oxgate Lane, Cricklewood. 10.30 am.
Westcountry itinerary: St Mary's Church, Plympton, South Devon. 12.30 pm.
Scottish itinerary: starts June 13, Castle Esplanade, Edinburgh. 4 pm.

Indy fuels

CONCERNING Pete Lyons' article on Indy qualifying in your edition of May 30:

- 1) Petrol is not banned, but three pitstops are required. Therefore petrol's higher calorific value is of no use.
- 2) Toluene (methyl-benzene) has a lower RM number (analogous to octane rating) than methyl-alcohol. It is used to increase the calorific content and reduce the consumption of racing fuels.
- 3) Methyl-alcohol has an RM number of the order of 190—ie, roughly 50 per cent higher than Avgas.

4) Ford are using a 27 lb/sq in boost which results in turbocharger discharge temperatures of the order of 325 deg F, which they try to reduce with rich mixtures. Ford would do well to reduce the boost and increase the compression ratio, so that more heat would be produced in the combustion chamber where power could be extracted from it, and less heat would be produced in the inlet tract where it damages efficiency.

5) Bobby Unser's Lola wears number 1 because he is the reigning USAC champion, not because he won Indy last year. (Caption writer's boob.—ED.)

6) Kurtis tried a de Dion rear in 1954/55. Everyone liked the ride (they still raced on bricks then), but no one liked the handling—probably due to indifferent lateral location.

J. B. DALY.

Prod sports classes

IT is a known fact that on the majority of British circuits the lap records and average speeds of 2000 to 3000 cc prod sports cars are slower than those in any other prod sports class. However, organisers insist the majority of the time on running the over 3000 cc class with the "Healey 3000 and Morgan Plus 4" class, ie the fastest with the slowest. This is hardly the way to have competitive racing.

At last, however, an organising club has appreciated that speed and cubic capacity are not equitable and have gone a long way to reintroducing competitive sport to a class of motor racing which a recent survey showed to be the most popular branch of club racing: the BARC, who at Silverstone recently combined the 1150 cc class with the 2000-3000 cc class and created exciting motor racing. These classes are the two slowest in prod sports racing, so the step was logical. I hope that other clubs will follow their lead.

M. ASHLEY-BROWN.

Eye witnesses needed

DO any of your readers see my accident at Thruxton on March 23, when my E-type hit the bank and flew for some considerable way? I am trying to find eye-witnesses so I can get an idea of when various bits and pieces came off the car, and piece together the actual cause. The Paddock, Salisbury Rd., Abbotts Ann, Andover, Hants.

MICHAEL MILES.

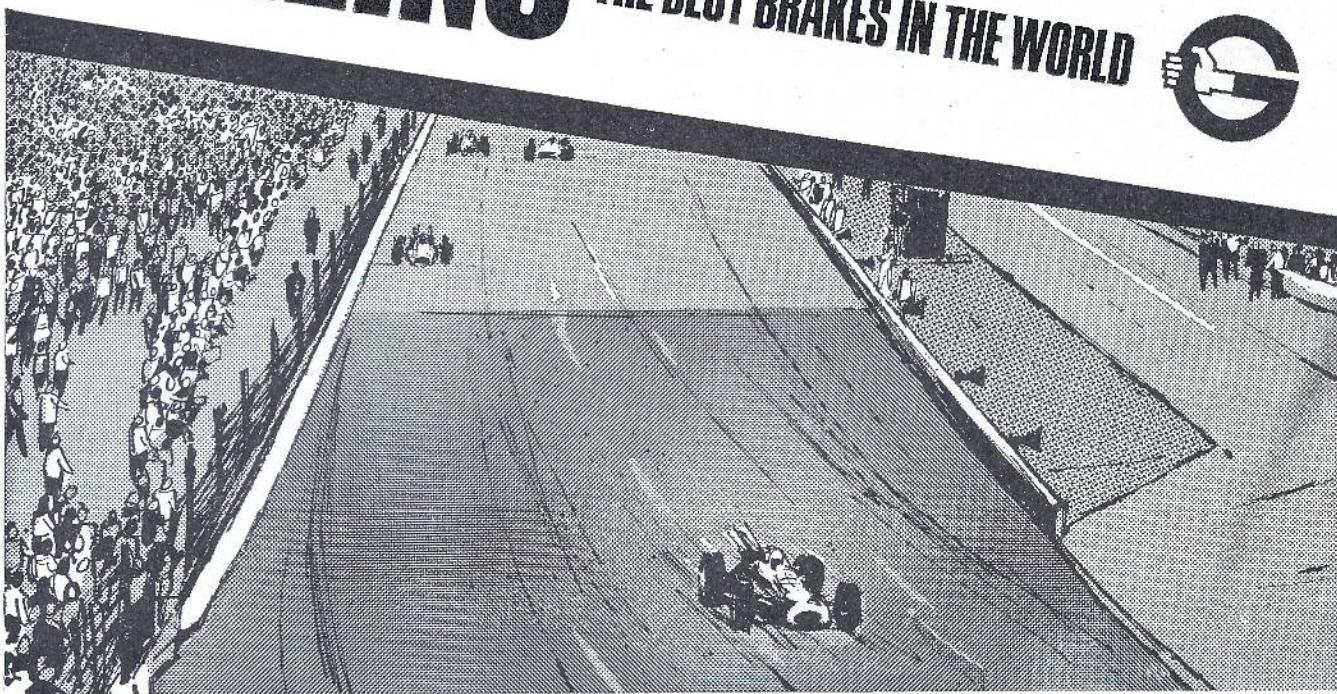
The editor is not bound to agree with opinions expressed by readers.

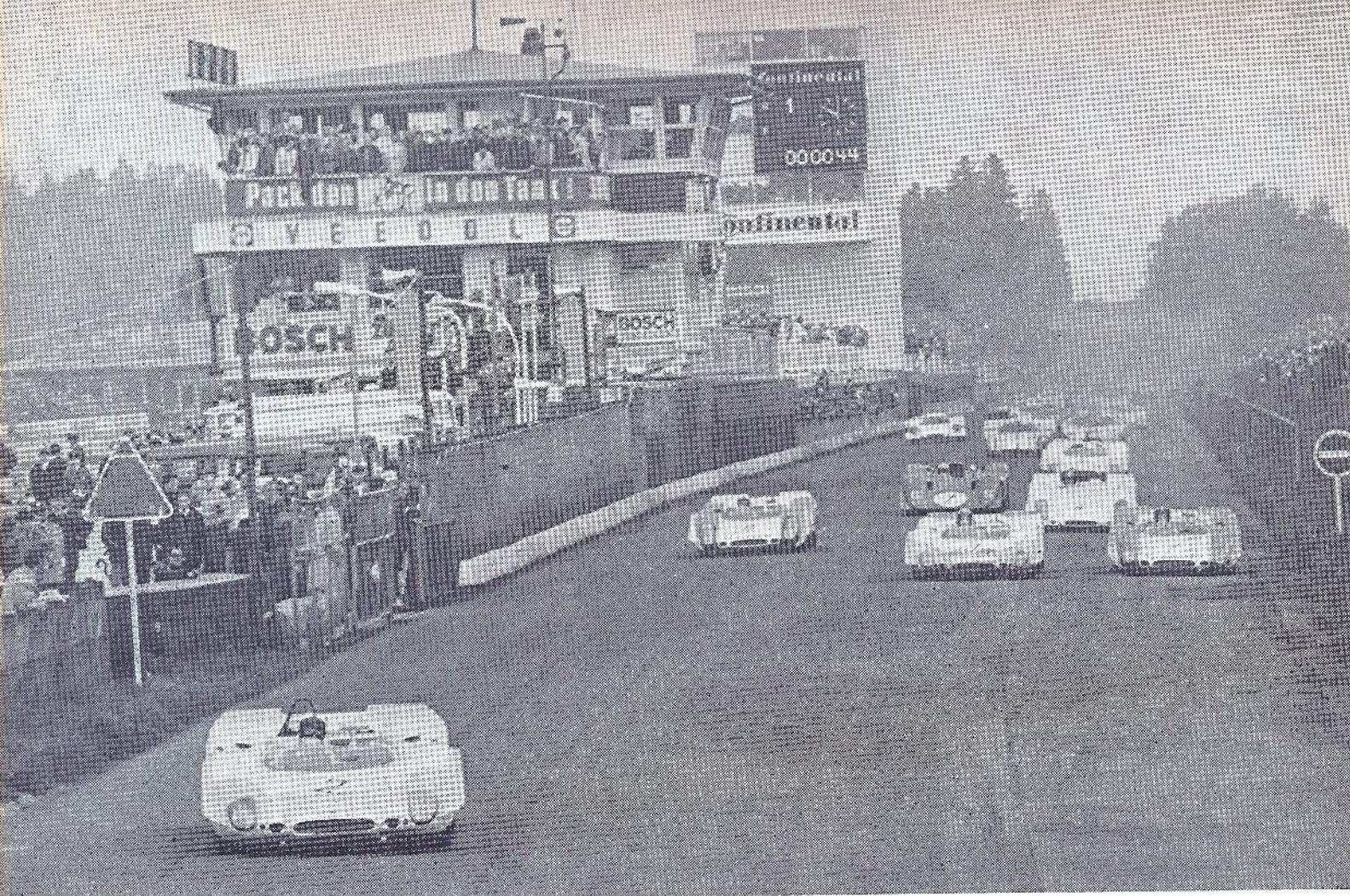
Girling stop fast -to come first

INDIANAPOLIS 500
WON BY **BRAWNER · FORD HAWK**
fitted with **DRIVEN BY**
GIRLING **MARIO ANDRETTI**

Results subject to official confirmation

THE BEST BRAKES IN THE WORLD





The start, with the Mitter/Schütz Porsche drawing ahead of the similar cars of Siffert/Redman and Elford/Ahrens, Lins/Attwood and Stommelen/Herrmann, and the Amon/Rodriguez Ferrari.

Porsche rub it in at the 'Ring

**Redman and Siffert yet again in Nürburgring 1000 Kms
— Porsche 908s take first five places —**

**New race record — Ferrari fails again, but Amon sets
new outright lap record — Ford GT40 takes G4
honours — 2-litre Prototype and G3 classes
also go to Porsche**

By PATRICK McNALLY

Photography by NIGEL SNOWDON

JO SIFFERT and Brian Redman won their fourth FIA Groups 4 and 6 Championship race of the year for Porsche last Sunday by bringing their open Porsche 908 home a convincing winner in the Nürburgring 1000 Kms in a record time of 6 h 11 m 2.3 s, an average speed of over 100 mph. Porsche's supremacy and reliability were really rubbed home, for five of the six works cars finished in the first five places. Rolf Stommelen and Hans Herrmann were second some 4 mins behind, both the leading 908s being fitted with Firestone tyres which gave them an undoubted advantage in the dry conditions over their team mates Vic Elford/Kurt Ahrens and Richard Attwood/Rudi Lins (on Dunlops), who took third and fourth places. Fifth place went to the "works" car of Willie Kauhsen/Karl von Wendt, who surprisingly kept the car on the road and were two laps behind the winner.

In the opening laps Chris Amon in the Ferrari 312P offered a serious threat to Stuttgart, but Pedro Rodriguez was not on best form and, although Pedro maintained their second place, Amon found himself with over 2 mins to make up; despite setting a new absolute lap record of 8 m 3.3 s, his challenge failed when the electrical system ceased to function properly, forcing retirement.

With no Ferrari the race lost all its interest. The big Group 4 class was won by the Kellener/Jöst Ford GT40 after an exemplary drive. Jo Bonnier and Herbert Müller lost time early on but drove like demons, catching up with the German Ford only to be forced out with driveshaft failure. Frank Gardner and David Piper, who were called in at the last moment to drive the 4.5-litre Group 4 Porsche 917, found it a bit of a monster on this tight circuit but brought it to the finish, albeit a lowly eighth overall. Porsche now have the Championship well and truly won and should be feeling justifiably pleased with their efforts; the organisation under Ferdinand Piëch, Helmut Bott and team manager Rico Steinemann is without par.

ENTRY

THE ADAC received around 100 entries for this year's 1000 Kms, including the usual percentage of British club drivers. Naturally enough Porsche were hoping to clinch the Championship beyond doubt, and brought along three new open 908s which had redesigned noses, tails and sides, and also featured faired-in cockpits. These new bodies were designed to operate with tail flippers, but the recent CSI ruling on movable aerodynamic devices meant the cars had to run with small fixed spoilers on their tails. As usual Jo Siffert was paired with Brian Redman, but Vic Elford was driving with Kurt Ahrens rather than his regular partner Richard Attwood, who was sharing a car with Rudi Lins entered by Porsche Konstruktion. Gerhard Mitter/Udo Schütz were driving one of the old body-styled 908s, but Rolf Stommelen/Hans Herrmann had a brand new car. For some odd reason Karl von Wendt and Willie Kauhsen were given a works 908, neither driver having enough ability to justify their inclusion in the team.

Against this fearsome array Ferrari fielded a single 312P for Chris Amon/Pedro Rodriguez. After Spa Pedro and Michael Parkes came to the German circuit to do some testing and the car was set up to ride higher than before, and given a new fuel reservoir to counteract the effect of fuel surge when on low tanks. Ferrari have a second car at the factory with closed bodywork, but this is being kept for Le Mans.

The JW team brought along their new Cosworth V8-engined Gulf Mirage for Jacky Ickx/Jackie Oliver, this being completely different behind the rear bulkhead to accept the more squat Cosworth V8 in place of the BRM V12 unit. The ZF transmission has been changed for a Hewland DG300 gearbox,

but although the rear crossmember is different the suspension remains virtually identical. Nevertheless, despite its 430 bhp, the car is still too heavy to be a real threat, even in Ickx's capable hands. The second Mirage for David Hobbs and Mike Hailwood was as at Brands and Spa, but it is now fitted with a four-valve BRM engine which in theory should have made it faster than the Cosworth car (Bourne claim 450 bhp for their 48-valve V12). Preparation of both cars was completed only minutes before they were due to leave, and JW might have been better advised to have brought along one of their GT40s, which at least is a known quantity, rather than try to run two new cars.

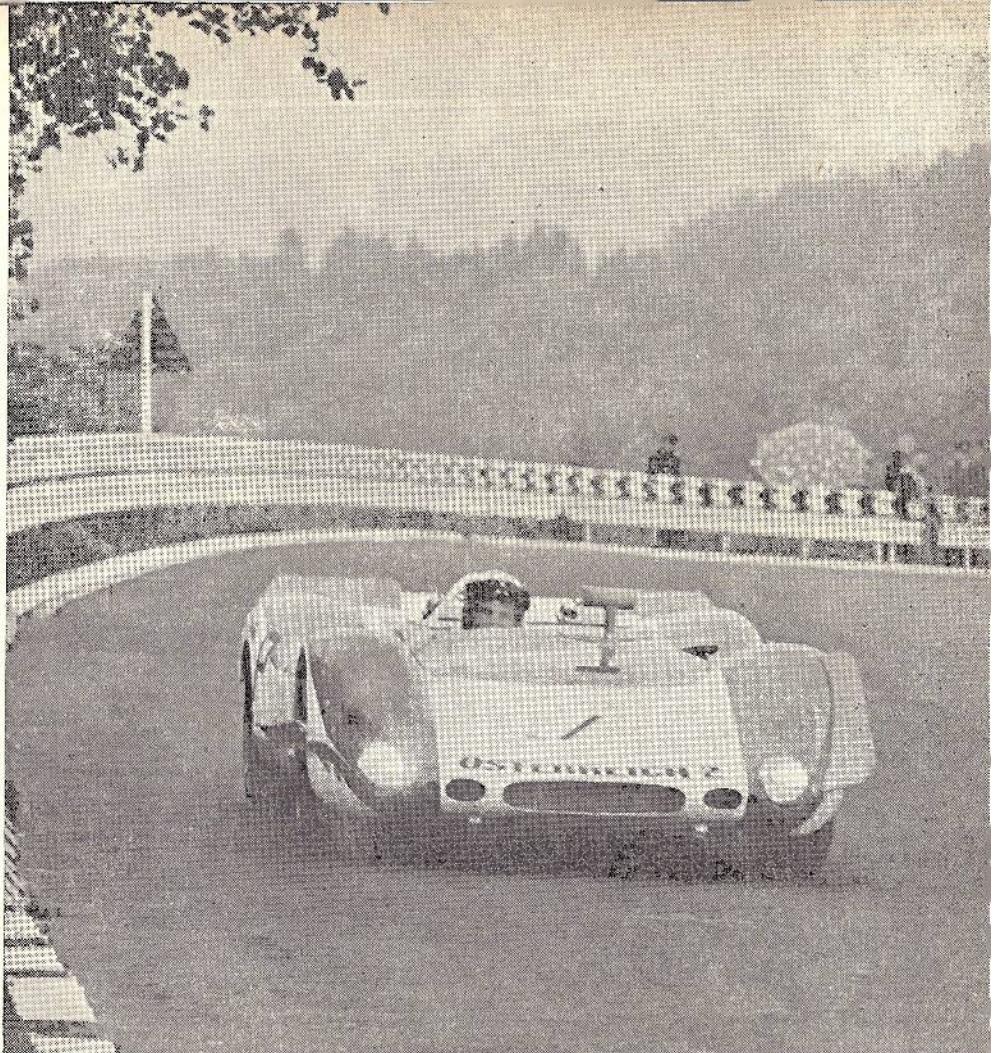
Alfa Romeo, who had been testing their 3-litre Tipo 33s at the 'Ring the previous week, when they had shown up extremely well, for some strange reason decided not to run them, and instead concentrated on their Group 4 cars. Thus Alfa Romeo were represented in Group 6 solely by the VDS entry of Teddy Pilette and Rob Slotemaker, who had brought along a 2½-litre Tipo 33. Serenissima had entered their new Prototype for Jonathan Williams and Juan Manuel Bordeu, but Bordeu broke it testing in Italy.

Hans Dieter Dechent and Gerhard Koch were driving the surviving Martini-sponsored BG Racing Team 907, while Helmut Krause entered his similar car for himself and Ernst Furtmayr. Max Wilson brought along his BRM-engined Lola T70 V12 to be shared by Mike Walker—not perhaps the ideal car for this circuit—and Chris Lawrence completed the class in the Deep Sanderson, which has now been fitted with a 3-litre V8 Martin engine mated to a Hewland FT200 gearbox. Light and low, the Deep Sanderson has grown a lot since we first saw it with a Mini engine. Codriver on this occasion was U2 clubman John Wingfield.

In the big Group 4 sports car class entries were sparse. Lolas were entered by Bonnier, Piper, Norinder, Troberg, Craft and Prophet, but only three of these turned up, Jo Bonnier's car being the only one to look as if it could offer a challenge in the overall picture. Jo was sharing the driving as ever with Herbert Müller, the car being the one they used at Spa. Piper was unable to get his car ready in time, while Norinder was called away to Sweden at the last moment. Chris Craft decided not to come, leaving only Picko Troberg/Bjorn Rothstein and David Prophet/Ed Nelson.

Porsche had entered three 917s, but found they had more cars than drivers, and decided eventually to run one car for Frank Gardner and David Piper—after all the works drivers save Richard Attwood had given an emphatic "no" when offered the choice. Originally Hubert Hahne and Dieter Quester were going to drive, but BMW decided that they couldn't risk such valuable drivers in the already notorious 917. Nick Granville-Smith gamely entered his Cobra for himself and Gordon Miles, while Helmut Kelleners/Reinhold Jöst had the only GT40 in the race.

The 2-litre Group 6 category was equally poorly supported. Squadra Corse entered a pair of 2-litre Porsche 907s for Carlo Manfredini/Giampiero Biscaldi and Antonio Nicodemi/Silvio Moser, while Clive Baker entered his Chevron-BMW as a Group 6 car as the prize money was better! A new 2-litre Abarth appeared with a wedge-shaped tail for Johannes Ortner and Gijs van Lenne, which looked very like their hillclimb car. There were three Ferrari Dinos entered, including Alain de Cadenet's ex-Dean machine which he was sharing again with Mike Walton. Roger Nathan/Mike Beckwith had the professionally turned-out 2-litre Astra-Climax, and the BMW Martini garage had entered a similar car for an unknown German pair. A disappointing non-starter was Mark König's Nomad-BRM Mk 2. In the smallest Group 6 class there was a wide variety of cars, from Peter Rand's ex-works Alpine-Renault to the Chevron-Fords of John Bridges/John



Jo Siffert takes the 908 Spyder he shared with Brian Redman on its way to another win. Note the new colour scheme.

Lepp (FVA) and Andrew Mylius/Alan Harvey (twin-cam), with some open works Lancias thrown in.

One of the most competitive categories was the 2-litre Group 4 class. Alfa Romeo had entered three 2-litre Tipo 33s for Andrea de Adamich/Nino Vaccarella, Carlo Facetti/Herbert Schultze and Nanni Galli/Ignazio Giunti. These were last year's cars, immaculately prepared but with no further development work since Le Mans last September. Against these Alfas were the two Abarths for Eric Bitter/Antero Merzario and Toine Hezemans, whose car had new suspension modifications since the BOAC; the Porsche 910s of Bill Bradley/Tony Dean, Masten Gregory/Richard Brostrom and Joseph Greger/Ernst Kraus; and the usual host of Carrera 6s. Chevron had actually entered a works B8-BMW car for Hubert Hahne and John Hine, but when the German got an offer of a Porsche drive Reine Wisell was given his first chance at the Nürburgring. Private Chevrons were in the hands of Peter Taggart/Tony Goodwin, Peter Brown/Tim Stock (the JCB entry) and the German pair Dieter Basche/Nikolaus Killenberg. The Group 3 class was a complete Porsche benefit, 10 Porsche 911s having roadgoing Alfa Romeos as competition.

PRACTICE

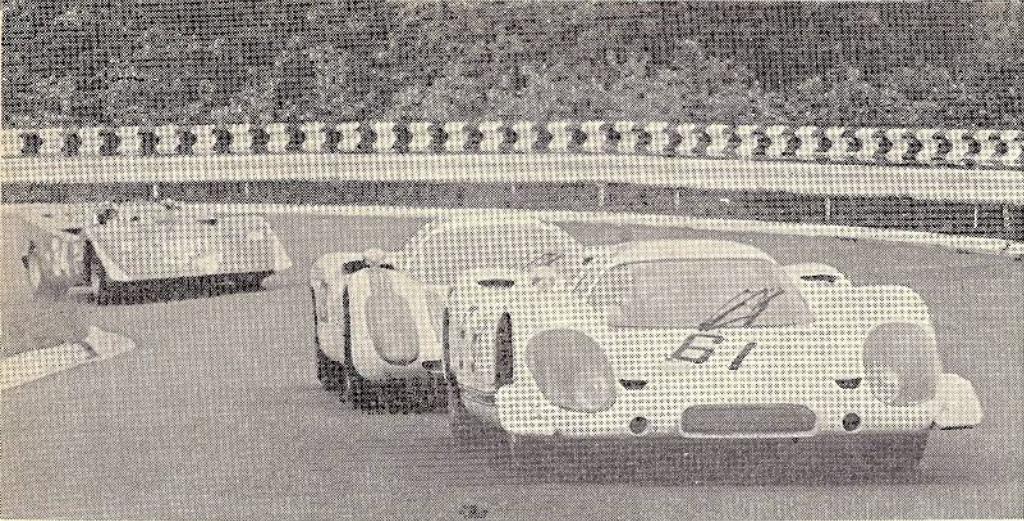
There was surprisingly little practice when you consider how difficult the 'Ring is to learn—all day Friday but only half a day on Saturday. The organisers insisted on four consecutive laps to qualify from each driver, and a time equivalent to at least 80 per cent of the fastest time in the class. This posed problems for quite a few, for Friday's practice was held in virtually dry conditions, while the whole of Saturday morn-

ing it poured with rain. Hence if a car gave trouble on the first day of practice there was a real problem to get it into the race.

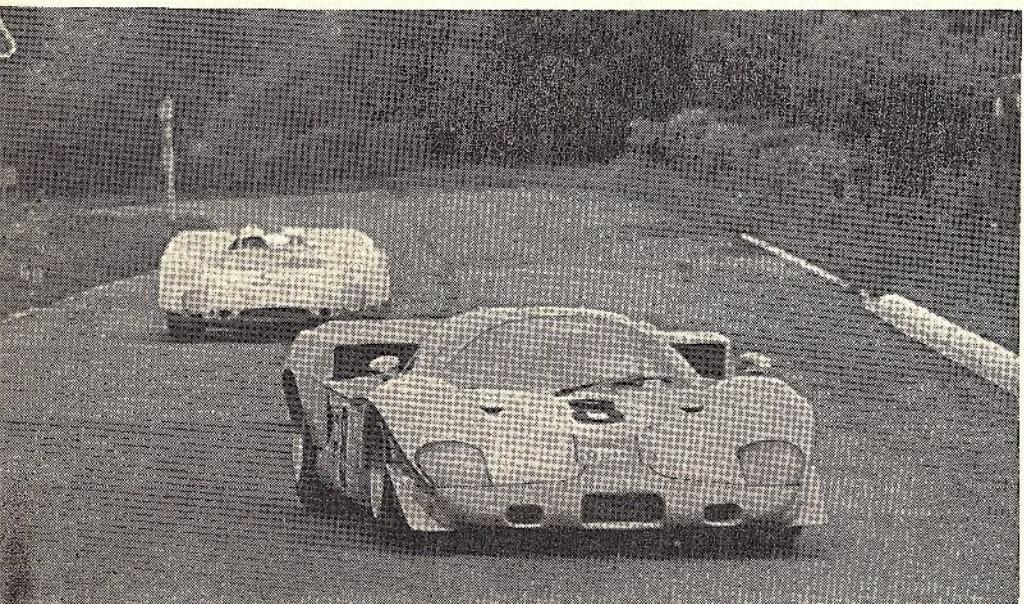
As at Monza and Spa, practice at once became a battle between Jo Siffert and the Ferrari. Siffert, who had turned his own car over while practising the previous day on the South Circuit when he left his braking too late and went off the road backwards into the forest, was using the spare car brought along by Porsche Salzburg, but for qualifying he borrowed Vic Elford's car. In a brilliant display of driving Seppo gradually reduced his time until he was down to 8 m 0.2 s, well under the absolute circuit record which is held by Stewart's F2 Matra. The Swiss driver had a nasty moment at the 12.8 Km post, which is just before the Karussel, when his 908 flew further than before, and he had plenty of work to do getting it back on the straight and narrow again.

On Saturday in the wet he was still the fastest driver on the circuit, this time driving his replacement car, which he had yet to drive on a dry track. The hustle and bustle in the Porsche pit had to be seen to be believed; they were certainly getting results, but one wondered if the price was not too high when Vic Elford flew off the road at the place where Siffert had flown too high, damaging his 908 badly as it rocketed along the bushes before finally spinning to a halt in the ditch. Rico Steinemann looked a trifle upset, having lost two cars in practice, but the supply of reserve machinery seemed virtually inexhaustible.

On the other hand, Ferrari achieved virtually identical times to Siffert's after practice sessions completely devoid of drama. Rodriguez went out early on Friday morning and was quickly down to 8 m 3.2 s, and after a few adjustments Amon took over, lapping in the same sort of time. In the afternoon



The Porsche 917 of Gardner/Piper, which took seventh place, leads a 907 and the Ortner/van Lennep Abarth.



The new Ford-engined Mirage of Ickx/Oliver showed its potential before breaking its suspension. Here it leads the Kauhsen/von Wendt 908.

Chrissy got the bit between his teeth, and his final time was only 0.1 sec slower than Siffert's best. In the rain the following day the Ferrari was again second fastest to Siffert, its new engine going like a bomb—overheating on Friday had given cause for slight alarm, and when no obvious fault was found in the cooling arrangement Parkes decided to have the engine changed.

Usually Siffert is a lot faster than his team-mates, especially during practice, but on this occasion Mitter was only 1.1 secs slower, which gave the German a place on the front row of the grid with the Ferrari and Siffert. Redman, in limited practice, managed 8 m 8 s, while Stommelen also impressed with a time of 8 m 4.2 s, with Elford 6.8 secs slower for once. Vic had got in little practice after his accident and was obviously capable of going quicker, but Saturday's rain put paid to that. However, co-driver Ahrens seemed to have the measure of the place and was no slower. Attwood did about the same time as Elford, but his co-driver Lins was quite a lot slower. Surprisingly enough von Wendt got down to 8 m 15.7 s, but he didn't appear to have total control of the car on several occasions. This meant that out of the fastest seven cars, six were 908s, so the odds were weighed rather heavily against the solitary Ferrari. It was noticeable that the Porsches used more road than the Ferrari, which seemed to have better roadholding although it was understeering slightly.

The Gulf Mirages were plagued with minor problems; the Ickx/Oliver Ford-engined car

had clutch trouble and the young Belgian only put in three or four laps, the best of which was 8 m 24.1 s—poor Oliver never sat in the car on Friday. The next day they found the gearbox wouldn't go back together properly and Oliver only got a chance to do a couple of laps before practice was over—so in theory they didn't qualify! The BRM-engined car caught fire in the paddock on the first day and, although this was only minor, only Hobbs got to drive it in the afternoon, and his time of 9 m 9.7 s was not too impressive, but apparently the handling is still far from right and the car feels very airy-fairy on the fast bits. Hailwood qualified in the pouring rain on Saturday morning, but this was the first time he had been round the 'Ring on four wheels, and in consequence he was taking it fairly easily.

Jo Bonnier had trouble with an errant 910 on his first lap which he collected at Brünchen, the Lola's hub spinner cutting into the Porsche's fuel tank and locking the two cars together. With fuel all over the track and empty fire extinguishers on hand Jo had a few nasty moments while they tried to disentangle the two cars, and then left in great haste. The damage to the yellow Lola was, however, slight and Jo was soon down to 8 m 30.1 s, the fastest Group 4 car by far. Hubert Hahne and Dieter Quester both had a go in the Porsche 917, their best time being 8 m 37.8 s, which was pretty good after such a short acquaintance. Then, after BMW had forbidden their two to drive, Rico Steinemann phoned to England for Gardner and Piper, who came out on the midnight

plane, but their baptism with the 917 was a trifle too literal in the prevailing conditions, and both drivers were complaining about the brakes, though Piper seemed happier with the roadholding than did Gardner. Neither went particularly quickly, and the car would not have qualified had the regulations not stated that it was the drivers and not the car who had to get within 80 per cent of the fastest lap in the class. Frank commented dryly that if you relaxed for a second you would be so far off the road you would need a compass to find your way back! Apparently the big car is just as hairy as ever and will take a lot of sorting out.

The German GT40 of Kelleners and Jöst went surprisingly well yet again and got down to 8 m 41.1 s. Picko Troberg's Lola was written off in a big way on Friday when Rothstein lost it coming under the bridge at the end of the straight, leaving the road at over 150 mph and only missing a marshal by a couple of feet. Ripping through fences, brush and small trees, the Lola was totally demolished, eventually finishing up back on the circuit again and completely blocking the road. Practice was stopped for half an hour while the wreckage was removed and the driver taken to hospital, where he was surprisingly found to be suffering from no more than a cut lip and a twisted vertebrae. Looking at the car, one wouldn't have given him a chance in a thousand of escaping so lightly. The Lola ranks were depleted further when David Prophet suffered bearing failure before they'd even started practice, and when the bearings went again the following day after only a few laps the car was favourite for first retirement. Another non-starter was Nick Granville-Smith, whose Cobra digested a piston with pretty horrid results.

Among the 2-litre Group 4 cars John Hine was second fastest in the works Chevron with a time of 8 m 56.3 s. Reine Wisell went surprisingly well and was obviously going to be as quick as Hine as soon as he found his way round. Fastest car in the class was the Galli/Giunti Alfa, which was also 13th fastest overall with a time of 8 m 51.1 s, even faster than Pilette/Slotemaker in the 2½-litre car. De Adamich/Vaccarella were having handling troubles and were unable to get down to a good time. Both G4 Abarths were involved in accidents: Bitter crashed at the bridge before Brünchen when his suspension broke, and the car dropped 12 ft and caught fire—Bitter was removed to hospital, although not seriously hurt. Hezemans promptly damaged the other when the front suspension broke at the 12.8 Kms post and put him in the ditch. The car was not badly bent, but they decided to withdraw it. Peter Taggart was rushed off to hospital on Saturday with suspected gall bladder bothers and Raymond Nash took over his place with Tony Goodwin.

Fastest 2-litre prototype was rather surprisingly the Abarth of Ortner/van Lennep, which got round in 8 m 47.2 s, although the car was not particularly fast down the straight. Moser and Nicodemi were next fastest in the 907 with a time of 9 m 2.7 s.

RACE

A GLOOMY weather forecast suggested no change, and it looked as if we were going to have another wet Nürburgring. Piper and Gardner must have been praying for a dry track, for the monstrous 917 must be quite the most difficult car to race here since the days of the Auto-Unions. Despite dark skies, as the cars took their places in front of the pits the track was damp but drying all the time.

For the first time an Indianapolis rolling start was used (the Le Mans start was considered dangerous as the drivers don't fasten their safety harnesses). The cars formed up behind Fangio in an open Mercedes and followed him round behind the pits onto the loop and then accelerated down the pit road.

It appeared that few people actually saw the Great Man drop the flag, and both Amon and Siffert hesitated before getting on the power; this lag enabled Mitter to slip into the lead, followed by Elford and Attwood. Both Amon and Siffert were now boxed in, but Siffert made up for his bad start and by Breidscheid was through to second place, but the Ferrari wasn't having such an easy time and was still fifth just ahead of Stommelen. Willie Kauhsen got his Porsche out of shape at Breidscheid, but continued in seventh place behind the rest of the works Porsches.

Siffert wasted no time with Mitter, and as they came screaming past the pits on their first lap he was already ahead. Amon too was not to be denied, and the Ferrari moved ahead of Elford and Attwood into third place. The order was now Siffert, Mitter, Amon, Elford, Attwood and Stommelen, then Ickx in the Gulf Mirage-Ford, which moved ahead of Kauhsen, followed by Group 4 leader Kelleners in the GT40, Pilette in the little Alfa, Koch's 907 and Galli's 2-litre works Alfa. Jo Bonnier came into the pits on his first lap as the car was weaving badly and they quickly changed a front wheel, although it was probably shock absorber trouble. There was a good deal of drama on the first lap at Kallenhard when Sten Axelsson spun his Carrera 6 and Masten Gregory, who was right behind him, had to take to the ditch to avoid him; Masten only just touched the Axelsson car, but John Lepp, who was right behind both of them in the Bridges Chevron-FVA, left the road and the car suffered quite bad frontal damage. Max Wilson did it all wrong in the Lola BRM at the notorious 12.8 Kms mark, finishing up against a tree with the bodywork of the Lola sadly smashed and some damage to the front of the monocoque; he was unhurt. Alfa Romeo lost their best-placed car after one lap when the Giunti/Galli T33, which was lying 12th overall ahead of David Piper in the 917, blew its engine.

At the end of the second lap Chris Amon was only 12 secs behind the leading Porsches and was certainly gaining on Mitter in second place. Stommelen had passed Attwood and was now hard on Elford's heels, while young Ickx was making the Ford-engined Mirage really go and was challenging Attwood's works Porsche. Kauhsen was maintaining eighth place, but already there was a long gap to ninth man Koch who was making Decent's Porsche work for its living, having passed both Pilette and Kelleners; the GT40 still led the GT class, and John Hine had the little Chevron in 16th place overall, comfortably leading the small Group 4 class. David Prophet was circulating slowly in his Lola, hoping the engine would last long enough for him to qualify for his starting money—predictably it stopped a few laps later with no oil pressure. The Swedish-entered Dino was an early retirement when it stopped in the pits with electrical trouble, and Nick Gold soon joined them when his Carrera 6, which Gordon Spice was to share, damaged its exhaust system. John Markey had also stopped in the little 1300 Nathan-Ford when it expired at Bergwerk with engine trouble. Herbert Linge had been an early caller at the pits when the front suspension on his Porsche 911 ceased to function properly, and the car had to be wheeled away.

Meanwhile the race was hotting up. Amon in the red Ferrari had now closed within 10.5 secs of Siffert, while Stommelen, who was on Firestone tyres, was finding them faster than the British equipment on Elford's car and on the dry road was catching him fast. There was now an appreciable gap before Ickx, who was still circulating in close company with Attwood. There was a good deal of activity in the pits, where the Porsches of Axelsson and Brostrom were having running repairs after their opening lap incidents.

By the fourth lap Amon had passed Mitter and was only 8 secs behind Siffert, having

him in full view down the straight. Stommelen had now succeeded in passing Elford but was not drawing away, while the rest of the places remained unchanged, except that Silvio Moser in Nicodemi's 907 and Johannes Ortner in the 2-litre Abarth had now both passed the big Porsche 917 and were holding 13th and 14th places respectively behind Ickx, Koch, Kelleners and Pilette.

Teddy Pilette, who had been driving a fine race in 11th place, slid wide at Bergwerk and smote the guardrail, riding along it and damaging the car quite badly but fortunately not himself. David Hobbs, who had found himself boxed in between Pilette and Moser, now moved up a place, while Ortner took the opportunity of slipping by Moser to lead the 2-litre prototypes.

Amon was only 5.5 secs behind after seven laps, but Siffert had got the message and was quickening up too, both drivers continually breaking the lap record—this despite the rain that was falling on the far side of the circuit all the way up the hill after Adenau, which enabled Elford to get very close again to Stommelen. Mitter, who was in third place, fell back and was now 25 secs behind the leaders, while Bonnier, who had lost several minutes with his first lap stop, took advantage of the chance to make up places and was now back in 21st spot. Retirements were coming thick and fast, Basche retiring the white Chevron-BMW with a blown engine, and Gregory coming in with electrical trouble with the Brostrom 910, which eventually eliminated the car after nearly half a dozen pit stops.

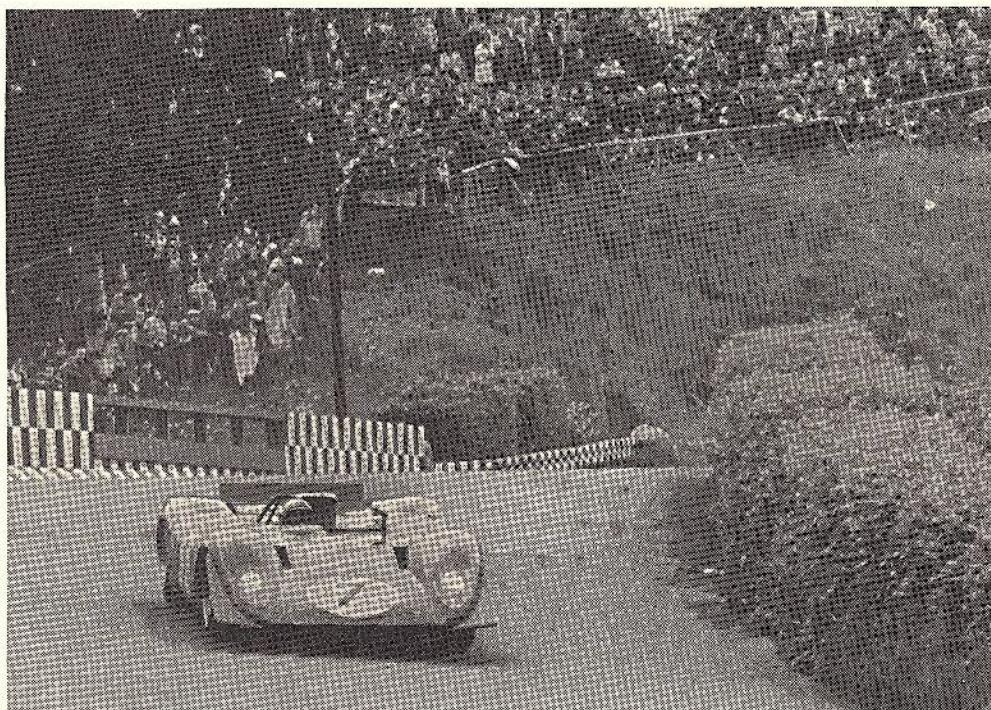
Brilliant driving saw Jo Siffert reduce the absolute circuit record to 8 m 5.8 s, and he had now drawn out a 17.5 secs lead over Amon in the Ferrari as they went into their tenth lap. Mitter still lay third, but Elford had retaken Stommelen for fourth place, and Attwood was now sixth as Ickx called at his pit to start the scheduled fuel and driver stops. On the same lap their team-mate Hobbs handed over to Hailwood, while the Porsche pit had their first visitor when Piper brought in the 917 "lorry" to give Frank Gardner some exercise.

Confusion ranged supreme when first Siffert arrived for fuel, then Amon in the Ferrari, followed by the five Porsches immediately behind him—somehow all the cars were fuelled

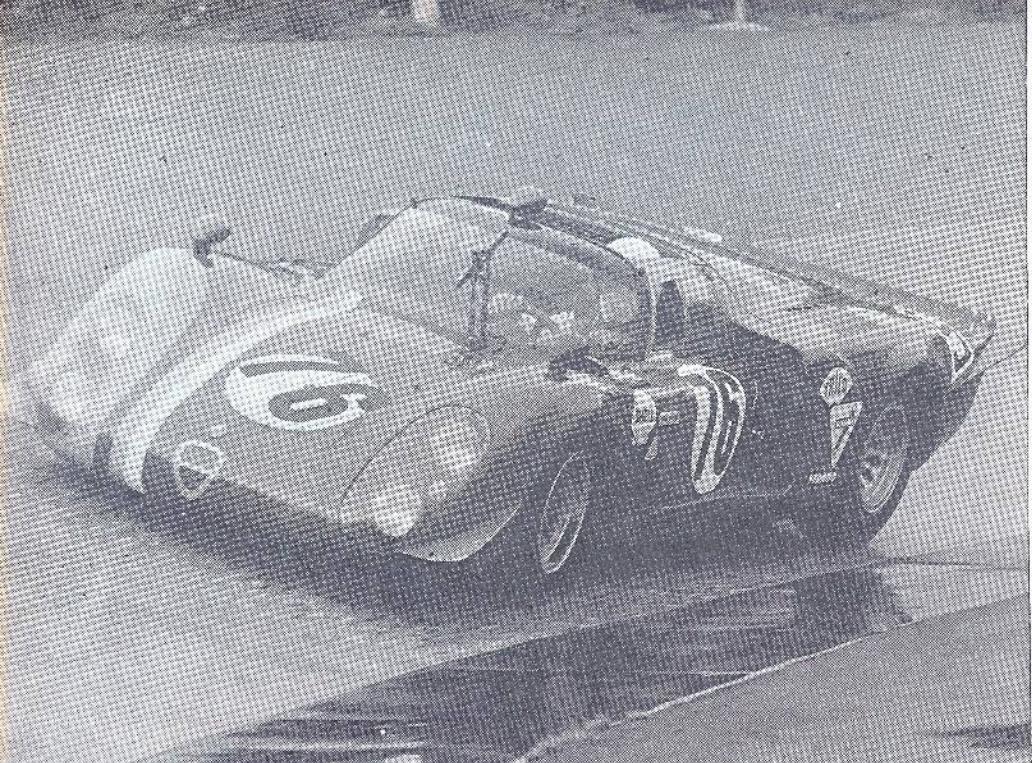
and sent on their way, but for a few moments it looked as if there might be sufficient panic for none of the jobs to be done. Fortunately Attwood and Kauhsen arrived when the traffic jam had eased slightly, but it was a sight that few people will forget and will no doubt be giving Rico Steinemann nightmares for many a long day.

With quarter distance completed the order was Redman in the Siffert car 38 secs ahead of Rodriguez in the Ferrari, then Schutz in the Mitter car, Herrmann in Stommelen's, Ahrens in Elford's, Lins in Attwood's, von Wendt in Kauhsen's, Oliver in the Gulf Mirage and Kelleners in the GT40, the latter being the only one of these not to have stopped for fuel. However at the end of the next lap the order changed again, for a front wheel bearing collapsed in Schutz's car and he came slowly into the pits with the left-hand front wheel cocked at a strange angle. The bearing cage had broken and welded itself to the stub axle, and it was 40 mins before this car was back in the race again. Porsches were not the only ones in trouble, for Oliver brought the Gulf Mirage in at the same time when the steering developed strange habits, and the mechanics did up the nut which holds the wishbone to the bottom of the upright and sent him on his way.

The Press pundits were expecting Rodriguez to close the gap on Redman, but quite the reverse was the case, and after 14 laps the Ferrari was well over a minute behind the leading Porsche. A hailstorm had made the track treacherous at Breidscheid and the cars were sliding around like nobody's business. Herrmann was holding onto third place, undisturbed by Ahrens' efforts to get closer, while Rudi Lins was driving a solitary race in fifth place ahead of Von Wendt. The German GT40 was still in seventh place even after it had stopped for fuel and was circulating rapidly ahead of the two Mirages. The 2-litre Abarth was now the undisputed leader of its class, as the Nicodemi 907 had lost time with its pitstop. The Chevron-BMW which had been leading the Group 4 class without trouble when John Hine had been driving joined the list of retirements when Reine Wisell hung the tail out where he shouldn't and clobbered the rear suspension—a great shame, as the car looked all set to win its



The Ferrari of Amon and Rodriguez (seen here) once again proved to be the strongest threat to the Porsches but, after setting a new outright lap record, retired.



The Bourgoignie/Gosselin Alfa-Romeo T33 rounds the Karussel in the wet on its way to 11th place.

class. Alain de Cadanet retired the Dino with differential trouble, while Roger Enever, who had been going round without the tail section in Clive Baker's Chevron, decided to borrow one off the damaged Bridges car before they got black-flagged, their own tail having blown off. It looks about time that Chevrons designed a foolproof body locking system before one of their cars goes off the road.

Meanwhile both the Gulf Mirages vanished in quick succession when first a wishbone became detached on Oliver's (the other side to the one which had been tightened up), which forced the Essex man to park at the Karussel, and then a couple of laps later Hailwood found himself with no fuel pressure and came to a silent halt wondering whether he was out of Gulf or whether the high pressure pump had packed up.

After 20 laps Redman's lead had grown to 1 m 48 s, and there seemed nothing the little Mexican could do about it. A further 42 secs behind the Ferrari Herrmann and Ahrens were running wheel to wheel, looking as if they were racing each other in earnest. Lins was still fifth and Von Wendt sixth, while Jöst was keeping up the good work in the GT40, maintaining seventh place and the class lead despite a very determined effort by Bonnier and Müller which had the Lola now hard on their heels in eighth place overall. Van Lennepe, who was driving the Abarth just as quickly as Ortner, was easily maintaining their class lead behind Bonnier—the Koch/Detent 907 having lost a lap first with plug troubles and then ignition problems.

At precisely half distance all the Porsches plus the Ferrari made their second pit stops and it was almost as dramatic as before—yet somehow they all got serviced. It was now Siffert against Amon once more, with Seppe holding a 2 m 30 s advantage at this point, for the Ferrari pit had to change a left rear and a right front tyre which lost them at least 40 secs. By the time the Ferrari was back in the race both Elford and Stommelen were ahead, so Amon was now fourth.

The order at this point was Siffert/Redman, Stommelen/Herrmann, Elford/Ahrens, Amon/Rodriguez, Attwood/Lins, Kauhsen/von Wendt, Kelleners/Jöst, Bonnier/Müller, Ortner/Van Lennepe and Facetti/Schultze, who had come up gradually through the field in their Alfa-Romeos and now led the 2-litre Group

4 class ahead of team-mates de Adamich and Vaccarella.

Fourth place did not suit the Ferrari one bit, and two laps later Amon was past Elford and lining up for his next conquest, when a bad vibration from the front end of the car sent him back to the pits where the other front wheel was changed. This extra stop put him back into fourth place again, but the young New Zealander never gave up. On lap 28 he managed to set a new lap record of 8 m 3.3 s, which was to be the fastest lap of the race. But yet again sheer bad luck intervened, for on the very next lap the Ferrari ground to a halt at the Wippermann when the electrics cut out completely. Chris, wielding pliers and wire, tried to restart it, and succeeded—but only for a brief spell, and he finally had to leave the car beside the road and with it the race.

Without the Ferrari the race had no interest, and it was just a matter of how much Siffert and Redman could better the race time and in what order the team would decide to finish. The race might have been enlivened by the Lola's pursuit of the GT40 had not Jo Bonnier gone missing the previous lap when a driveshaft sheared at Bergwerk.

In fact the first five positions remained unchanged right to the finish, although Redman called in at his pit two laps before the end so that Jo could take the flag. Stommelen fell back over 4 mins behind, 65.6 secs ahead of the third works Porsche of Elford and Ahrens. Attwood and Lins were fourth a lap behind the leader, and Kauhsen and von Wendt a further lap adrift. With five of their 3-litre cars filling the premier positions Porsche had every reason to be happy, for it was an overwhelming victory, the like of which we are perhaps unlikely to see again. Porsche have now completely tied up the Championship, though after Spa this was already 99 per cent certain anyway. They also took the 2-litre Group 6 class, for the Abarth lost its final drive in the latter part of the race and the honours went to Nicodemi and Moser's 907, which finished a lap ahead of the Baker/Enever Chevron. Roger Nathan and Mike Beckwith were third in this class, losing time when the Astra's gear lever came away in Mike's hand. Kelleners and Jöst were well-deserved victors in the Group 4 class in sixth place overall behind the five works Porsches—this entry had impressed both by their driving and their

efficient team work. A lap behind them came the Frank Gardner/David Piper Porsche 917, which had at least finished the race, which was the main idea. The fastest lap in this category went to Bonnier and Müller in the Lola with a time of 8 m 37.4 s, a new Group 4 record.

Carlo Facetti and Herbert Schultze finished ahead of the Porsche 917 in seventh place to win the 2-litre Group 4 class for Alfa Romeo, a just reward for a very consistent drive. Second in this class was the Carrera 6 of the German pair Günter Werlich/Rainer Ising, who had driven a very consistent race too in their old Carrera 6 and finished over 4 mins ahead of the VDS Alfa of Claude Bourgoignie/Taf Gosselin. Tony Dean and Bill Bradley could do no better than fourth place in this class after their 910 lost power, while Sten Axelson and Hans Laine did well to set a new 2-litre record of 8 m 58 s in the Finnish-owned Porsche Carrera 6, but their 15 mins stop early in the race meant they were back in fifth place. Andrea de Adamich and Nino Vaccarella in the second Alfa Romeo never really showed form, always running behind their team-mates and finally dropping back when a plug lead came adrift.

The small Prototype class went to the works Lancias of Sandro Munari/Rauno Aaltonen and Claudio Maglioli/Raffaele Pinto, but John Moore/Rhoddy Harvey-Bailey set fastest lap and had led the class in their Ginetta G12 until they suffered ignition trouble. Martin Davidson and Jack Wheeler in their really vintage Sprite, veteran of this circuit and of the Targa Florio, finished fourth in this class behind the Ginetta.

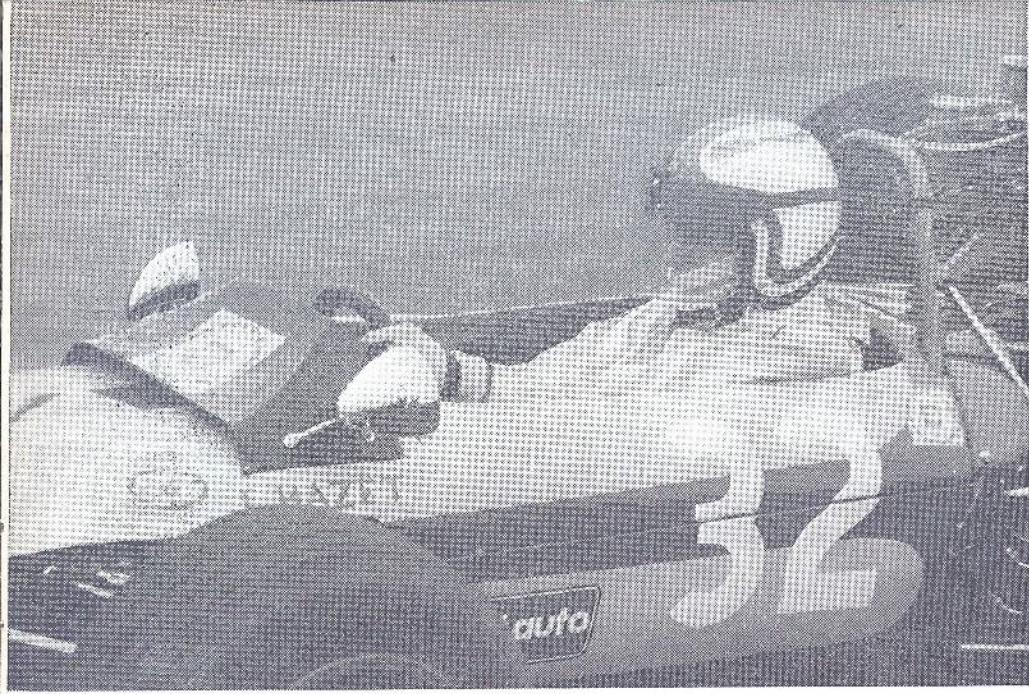
Somehow the Group 3 battle between the Porsche 911s lacked its normal excitement, although the first three cars were only separated by just over 3 mins after six hours of racing, showing that it was far from a foregone conclusion. The winners, who also set fastest lap, were Jürgen Neuhaus/Dieter Frölich, who finished 54 secs ahead of Reine Stenzel/Erwin Kremer; both were driving factory modified cars.

**Nürburgring 1000 Kms
Nürburgring, Germany, June 1
FIA Groups 4 and 6 Constructors'
Championship, round 7**

1. Jo Siffert/Brian Redman (3.0 Porsche 908), 6 h 11 m 2.3 s, 162.5 kph*
2. Rolf Stommelen/Hans Herrmann (3.0 Porsche 908), 6 h 15 m 4.2 s, 160.7 kph;
3. Vic Elford/Kurt Ahrens (3.0 Porsche 908), 6 h 16 m 8.8 s, 160.3 kph;
4. Richard Attwood/Rudi Lins (3.0 Porsche 908), 43 laps;
5. Willi Kauhsen/Karl von Wendt (3.0 Porsche 908), 43 laps;
6. Helmut Kelleners/Reinhold Jöst (5.0 Ford GT40), 41 laps*;
7. Carlo Facetti/Herbert Schultze (2.0 Alfa Romeo T33), 40 laps*;
8. Frank Gardner/David Piper (4.5 Porsche 917), 40 laps;
9. Günter Werlich/Rainer Ising (2.0 Porsche Carrera 6), 39 laps;
10. Gerhard Koch/Hans-Dieter Dechent (3.0 Porsche 907), 39 laps;
11. Claude Bourgoignie/Taf Gosselin (2.0 Alfa Romeo T33); 12. Tony Dean/Bill Bradley (2.0 Porsche 910), 38; 13. Sten Axelson/Hans Laine (2.0 Porsche Carrera 6); 14. Silvio Moser/Antonio Nicodemi (2.0 Porsche 907)*; 15. Andrea de Adamich/Nino Vaccarella (2.0 Alfa Romeo T33); 16. Clive Baker/Roger Enever (2.0 Chevron-BMW); 37; 17. Peter Brown/Tim Stock (2.0 Chevron-BMW); 18. Jürgen Neuhaus/Dieter Frölich (2.0 Porsche 911)*; 19. Rainhardt Stenzel/Erwin Kremer (2.0 Porsche 911T); 20. Peter Kaiser/Herbert Müller (2.0 Porsche 911); 21. Tony Goodwin/Raymond Nash (2.0 Chevron-BMW); 36; 22. Hans-Dieter Blatzheim/Malte Huth (2.0 Porsche 911S); 23. Roger Nathan/Mike Beckwith (2.0 Astra-Climax); 24. Jeremy Richardson/Bernard Farthing (2.0 Ginetta-G16A); 25. Ernst Juengen/Helmut Gilgen (2.0 Porsche 911S); 26. Vic Walker/Brian Alexander (1.6 Lotus 47), 35; 27. Sandro Munari/Rauno Aaltonen (1.6 Lancia Fulvia HF FM Special)*; 28. Giampiero Biscaldi/Corrado Manfredini (2.0 Porsche 907); 29. Claudio Maglioli/Raffaele Pinto (1.6 Lancia Fulvia HF FM Special); 30. Eberhard Sindel/Dr Pieter Benz (2.0 Porsche 911S), 34; 31. Gerhard Mitter/Udo Schütz (3.0 Porsche 908).

Fastest lap: Chris Amon/Pedro Rodriguez (3.0 Ferrari 312 P), 8 m 3.3 s, 170.1 kph (outright record).

* Class winners.



François Mazet completely dominated both his heat and the final with his F3 Tecno.

Mazet dominates La Châtre

François Mazet (Tecno) uncatchable — Good performances by the Alpine and Wayne Mitchell

By JUSTIN HALER

OUTDRIVING the rest of the field, the promising Frenchman François Mazet scored a convincing home win in last Sunday's 13th F3 La Châtre GP with his Shell-supported Tecno. Jean-Pierre Jabouille brought his ailing Alpine home into second spot after his dice with team-mate Patrick Depailler had ended with the latter's retirement. Wayne Mitchell, the Canadian Brabham BT21 driver, was a very worthy third.

ENTRY

THE principal attraction of the La Châtre meeting was a round of the French Formula 3 championship, and in consequence the entire competitive French brigade was entered. Insurance problems on this 1.2 kms circuit, composed of two short straight public roads linked by one very slow hairpin and a less tight one, limited the number of F3 starters to eight. Thus 30 entries were accepted, with the quickest 16 to qualify for the two 40-lap heats, and the first four from each heat for the final.

As is rapidly becoming the case, Tecnos were the most popular cars, with Tecno France team-mates Jean-Pierre Jaussaud and Bernard Plaisance in their 69 Novamotor examples, François Mazet in his, Chimay victor Jean Blanc in another, with Alain Boudier in yet another. Non-starting Tecnos were those of Trevor Bloddyk, Jurg Dubler, Bernard Baur and Freddy Link. Alpine arrived with their usual cars for Jean-Pierre Jabouille and Patrick Depailler, while Patrick Dal Bo had the updated 1968 Pygmée MDB12 on hand. Hervé Bayard and Max Bonnin brought along their Matra MS5s, Jean-Pierre Cassegrain his Brabham BT28 and Jean Max the ex-Vidal conventional-bodied GRAC MT8, now with McLaren F1-type outside fuel tanks in the interests of safety and weight distribution. René Ligonnet arrived with his Chevron B15, repaired after its Crystal Palace shunt, while Patrick Champin's Merlyn Mk 14A had had the benefit of some Tim Schenken testing just before. Jacques Lafitte brought along the pretty Brabham-based Martini for his first race. Swiss Pierre-Yves Gaggio had his Brabham BT21 and Yves Carbonatto his Pygmée.

British-based opposition was led by the two Race Cars International entries of Bev Bond (Brabham BT21B) and Brendan McInerney (Chevron B15), Canadian Wayne Mitchell (Brabham BT21), American Mike Campbell (Titan Mk 3), Australian John Gillmeister (Lotus 32), and finally the Irishman Bill Gowdy with his Brabham BT21.

PRACTICE

RAIN was the outstanding feature of practice on both Saturday and Sunday. In fact Saturday was so wet that no one could get within 4 secs of Jaussaud's 1968 lap record of 36 s, and times meant very little at all as some people managed to fit 7 ins and 9 ins "diddy" Dunlops. The Sunday morning practice was also rather unrepresentative, as the first session was run in the wet, the next in the damp and the final session on a rapidly drying track. However, with such a busy programme of Gordini, Formule France and other races to run, the La Châtre Club had little option but to take the times as they stood. Thus Jaussaud was fastest with 39.7 s, with Mitchell an outstanding second as he had run in the wet (40 s), Mazet (40.3 s), Jabouille (40.4 s), Dal Bo and Depailler (40.7 s), Blanc (40.8 s), Bond, Campbell and Gaggio (40.9 s), Lafitte and Max (41.3 s), Plaisance (41.4 s), McInerney (41.5 s), Bonnin and Cassegrain (41.7 s) formed the remainder of the field, with Champin (41.8 s), Gillmeister (41.9 s), Boudier and Ligonnet (42 s), Bayard (42.2 s) and Gowdy (42.6 s) all very unlucky not to qualify, as in normal circumstances things could well have been very different.

HEATS

DESPITE being initially outdragged by poleman Jaussaud, Mazet, driving astonishingly well, shot into the lead of his heat and proceeded to pull away from the rest of the field at the rate of 1 sec a lap. Behind him he left a very exciting struggle between Bond, Dal Bo, Blanc and Jaussaud for the remaining qualifying places. Dal Bo had made a slow start from the front row, and Bond nudged his gearbox, bending the Brabham's nosecone. Nevertheless with nosecone pointing skywards Bond proceeded to battle wheel to wheel with the much improved Pygmée driver, initially for second place. However, after ten laps Blanc shot by the pair to cruise home a comfortable second. By lap 17 it was all over for Bond; he was gently nudged into the straw bales at the Paddock hairpin, continuing last but one, but retiring on lap 30 with overheating. Dal Bo remained third, but dropped way back on lap 30 also after spinning, because oil was leaking from his engine onto his rear brakes and tyres. He dropped to fourth, a lap down, behind Jaussaud, who was having to cope with a lack of brakes and overheating. Bonnin broke a camshaft and Plaisance dropped a valve, so Lafitte's sick-sounding Martini was fifth.

Despite making a good start, Mitchell was rapidly ousted from the lead of Heat 2 by the Alpine, who proceeded to battle between themselves, Depailler leading for most of the way but being pipped on the last lap. Max initially held third place from Gaggio, Mitchell, McInerney, Campbell and Cassegrain, but just as they started lap 4 McInerney, having passed Mitchell and Gaggio, got on the inside line to take Max and suddenly both drivers were off—the Chevron retiring with a bent top link and the GRAC restarting last. Gaggio then began to pull away in third spot until lap 22, when he retired with damaged steering, by which time Mitchell had shaken off Campbell, who was troubled by badly locking front brakes, and Cassegrain, who had lost second gear.

RACE

THUS they lined up for the final with Mazet flanked by Depailler and Jabouille (theoretically on pole position), and with Blanc and Mitchell behind. Mazet was initially out-fumbled by Depailler, but rapidly he asserted his authority on this "Mickey Mouse" track to coast home to an unchallenged win. The Alpine pursued very hard in vain, again fighting like arch rivals, until a doughnut sheared on Depailler's car. Then, near the end, Jabouille felt his doughnuts vibrating and he slowed down, just making it to the finish with one rubber fractured. Mitchell drove a very good race for third, lapping the consistent Campbell. Blanc retired with a melted piston, while Jaussaud staggered in fourth after an uncharacteristically hairy drive, which included a very dramatic straight-on at the hairpin. Dal Bo was last, having made two pit-stops to investigate low oil pressure.

13th Grand Prix de La Châtre,
40 laps, 60.4 kms

1. François Mazet (Tecno-Novamotor 69), 25 m 8.6 s, 120 kph;
2. Jean-Pierre Jabouille (Alpine-Renault A360), 25 m 25.5 s;
3. Wayne Mitchell (Brabham-Lucas MAE BT21), 25 m 32.4 s;
4. Mike Campbell (Titan-Lucas Mk 3), 39 laps;
5. Jean-Pierre Jaussaud (Tecno-Novamotor 69), 39;
6. Patrick Dal Bo (Pygmée-Pygmye MDB12), 38;
7. Patrick Depailler (Alpine-Renault A330), 26 DNF.

Fastest lap: Depailler, 36.9 s, 123.609 kph.
Heat 1 (40 laps): 1, Mazet; 2, Jean Blanc (Tecno-Novamotor 69); 3, Jaussaud; 4, Dal Bo; 5, Jacques Lafitte (Martini-RPM); 6, Bev Bond (Brabham-Holbay BT21B), DNF.

Heat 2 (40 laps): 1, Jabouille; 2, Depailler; 3, Mitchell; 4, Campbell; 5, Jean-Pierre Cassegrain (Brabham-Holbay BT28); 6, Pierre-Yves Gaggio (Brabham-Novamotor BT21) DNF.



Pauli Toivonen kicks up a dust cloud as he tweaks the winning Porsche 911S past a parked truck on the Volos special stage.

Acropolis Rally:

Toivonen at last

Finns win for Porsche from Clark/Porter Escort TC — Heavy casualties in small number of works cars — DAFs go well but make errors — Team prize to Mazda

By JOHN DAVENPORT

After losing last year's Acropolis Rally to Roger Clark following a puncture in the middle of a special stage, it was Pauli Toivonen's turn to take the advantage of a rare Clark excursion to win the 1969 Acropolis. Both were driving cars of identical types to those they used last year, except that Toivonen's 911S Porsche was fuel-injected and had the long chassis, while Clark's Escort was of the latest large eyebrow variety.

They were the only survivors from two teams of three cars each entered by Ford and Porsche. Ove Andersson/Gunnar Palm were early leaders, only to leave the road in a spectacular fashion at midday on the second day when they had a mechanical failure. Mechanical failure too was the downfall of Hannu Mikkola/Mike Wood in a sister car but they were out before the first night got under way. Toivonen had a bit more support from his team-mates as Bjorn Waldegaard/Lars Helmer were the first to go, retiring shortly before Andersson crashed when their engine went sick and they thought it better to retire than continue. Gérard Larrousse/Jacques Perramond had rear suspension trouble early with their Porsche, but continued until Thessalonika until that plus engine bothers put them out.

Of the DAFs, Jean-Louis Haxhe was the fastest but his co-driver, Christian Delferrier, mis-calculated on the times and dropped them from a certain third place ahead of team-mates Claude Laurent/Jacques Marche to 12th overall. As a result, fourth place went to Alec Maniatopoulos/Nico Zoubroulis in an NSU TT 1200, for which type of car Maniatopoulos is the Greek importer.

THE Acropolis Rally always has a problem getting entries, which pains its friends and supporters who know it as one of the best and most sympathetic rallies in Europe. This year, what with Renault confining their interests to France, Rootes ungracefully retiring, BLMC entering the wrong car in the wrong events, Saab doing the Scottish, and Lancia still not capable of homologating their 1600, works entries for the Acropolis were somewhat limited. Porsche sent three 911Ss for their entire team, these cars being of the latest injection variety and with engines giving (according to the mechanics) over 200 bhp, so, while they might be a bit heavier than last year's 911T, their power-to-weight ratio should not have been a lot different. Ford's three Escort TCs completed the Savage Six from which the rally winner was undoubtedly going to emerge, and the British firm had their normal team of three cars, one Swedish, one British and one Anglo-Finnish.

The works line-up was completed by the two DAF 55s, though naturally some of the Greek entrants were more than just private owners. Stavros Georgiades, for instance, is the Lancia distributor for the north of Greece and was entered in a 1.3 HF Fulvia obtained through the factory in Turin. The team of three Mazda 1200s were prepared and looked after by the local agents during the rally, while two Opel Kadett 1900s, one of which was driven by the GM agent's son, John Pesmazoglou, were entered under the name of the firm.

Internationally speaking, there were two BMW 2002TIs from Turkey with husband and wife teams; another husband and wife team, but this one from Minnesota in America, driving a Swedish-prepared Saab V4; and AUTOSPORT'S Austrian correspondent Gösta Zwilling driving his own VW 1500, finished in startling yellow and labelled "The Yellow Submarine 007." Then there was David Bochneck, also from Austria, in a Citroën DS21 which he had but recently purchased as a shunted car from one of his customers and hastily rebuilt to do this rally. A Porsche each from Switzerland and Germany plus a German BMW and Andy Michailidis in a Hillman Imp from England completed the scene, and altogether 67 cars came to the start on Thursday morning underneath the Acropolis in Athens.

Unbeknown to the crews, this was the start of a heatwave which was to make this a physically very tough event. Certain new sections had been added since the previous year, and even with the cancellation of a couple of old favourites the rally was still hundreds of kilometres longer, and to get it to finish on time, 8 pm on Saturday, the start had been advanced some six hours from its traditional time.

Straight from the start came the first new part of the route, which was a small loop before the Corinth Canal which included a loose surfaced special stage, where Ove Andersson took the lead by 1 sec from Bjorn Waldegaard, who in turn was 3 secs ahead of Mikkola. After crossing the canal, the route followed the same pattern as last year with a 1-km sprint along the new national road followed immediately by the Souli test above Kiaton. Here Toivonen led by 7 secs from Clark, so he was then leading from Andersson, Clark, Mikkola and Waldegaard. Immediately came the next test of Kastenea, which like the last one was on tarmac and climbed as much as it fell. Toivonen was again fastest, followed at a 4 secs interval by Waldegaard, so he was now up to second overall with Mikkola third and Andersson fourth.

The rally now passed down through Tripolis to a special stage on what used to be just a road section through Vamyakou on a twisty, somewhat potholed dirt road. Here it was that Mikkola had his puncture and perhaps mistakenly tried to drive out to the end of the section on it. The tyre on the rear wheel eventually departed and, within a kilometre,

the half-shaft complete with wheel and bearing had departed as well. Unable to summon the Ford mechanics from the end of the section back on the main Sparta road, they effected a temporary repair with a piece of wire to hold the wheel on and limped to a village, from where they phoned to Athens and were picked up by Roger Clark's wife, Judy, at about six o'clock in the morning. Clark and Anderson were much quicker over this stage than the Porsches, and this meant that Clark now led by 2 secs from Toivonen, who was in turn 2 secs ahead of Andersson.

As the cars reached Sparta the most difficult part that lay ahead was not the infamous Sparta to Kalamata section but an entirely new piece south from Kalamata, which included a loose special stage. On the way to the stage, the privately-entered Renault Gordini of the Finnish boys Nelskyla and Fast ran into trouble with driveshafts and, as they were far from their single service crew, they had to retire and limp back to the safety of Athens. Gérard Larrousse was really in trouble for, apart from the minor problem of losing a headlight which just jumped out going over a bump, the rear suspension on his Porsche came out of adjustment and the torsion bar mounts bent, giving his rear wheel a very strange angle. Not only did this affect the handling but caused him to think—probably with good reason—that that side would not take much punishment. On the stage itself, Ove Andersson was fastest by almost half a minute from Toivonen, while Clark left the road and was in the ditch for almost 12 mins before enough people arrived to get him out. The problem was that, although the bend was just a slight right and left, with the setting sun in his eyes and the dust still hanging around from the passage of the two leading cars he misjudged it and, though he didn't know it, lost the rally. The car was not badly damaged, the suspension not at all, but a new wing would have made it look more presentable.

Shortly after the stage, Bochineck retired his DS21 with electrical failure stemming from the use of a very old battery, which was not up to supplying all the electrics once the lights were turned on.

The Ladon Bridge stages saw Andersson even beating the Porsches on that very fast uphill road, although the margin was only 2 secs. Both the private Porsches were going strong at this stage, although the very standard car of Schmittelm/Geltermair was using a lot of oil and they were worried about burnt pistons and rings.

Just before the downhill stage from Kataraktis into Patras, Maniatopoulos ran out of fuel with his NSU and stopped to borrow petrol from Jimmy Simpson of Castrol, who was waiting at the start of the stage for the road to open so that he could pass. Andersson was again fastest and took his lead over Toivonen to 40 secs. Toivonen had had one small bit of trouble when he had had to drive a few kilometres of a special stage on a flat tyre, while he and the other works Porsches were worried about the increasing fluffiness of their engines and they took the opportunity of the ferry crossing to the mainland to have them checked. The Ford mechanics, too, were busy at the ferry, changing Roger Clark's plugs to cure the misfire and changing Andersson's differential as he thought it was becoming too noisy for comfort.

Andersson continued to set fastest time on every stage, including the short Distomon hillclimb which came with the dawn after another tarmac stage going into Amfissa. After Distomon, Waldegaard's engine was very sick and only ran on five cylinders, so that, rather than attempt the difficult Kedros section and get the car stuck up high in the hills, he and Lars Helmer decided to call it a day and turn for Athens.

That left two in each team, but now it was Andersson who was to meet his Waterloo.



Roger Clark/Jim Porter lost the rally with an off-course excursion in the works Escort TC, here approaching the Vamvakou special stage on its way to second place.



The DAF 55 of Claude Laurent/Jacques Marche finished in third place after the troubles of the works teams and its sister car.

After setting fastest time on the rough loose stage from Tarzan into Karpenissi by 19 secs from second man Toivonen, he decided to change tyres and consequently left on the next tight section having used up some of the time allowed. He caught and passed Clark, who should have been running behind him, but then he had a puncture and Clark repassed him. This misfortune meant that he really had to go on the twisty, loose surfaced section just in order to make it in time, and it was while he was in this state that he had some kind of a failure at the front end of the car and shot off a precipitous edge. After a couple of end rolls, the car came to rest in trees poised over a considerably greater drop and he and Palm vacated it as quickly as possible. Whether it was another puncture or whether the bottom bearing for the strut failed will not be known for some time, as it will be very difficult to recover the car.

Now it was Toivonen's turn to lead from Larrousse and Clark, both separated from him by considerable amounts thanks to their

previous misfortunes, and their only hope was that his sick-sounding engine would go the same way as Waldegaard's.

Another accident not far from Andersson's occurred to the Minnesota crew, Mr and Mrs Stan Crews, who turned over their Saab V4 after hitting the rock face. If they had not lost time earlier through a broken oil cooler and then run out of petrol north of Lamia (they had to borrow some from the Greek army), they could have continued, but by the time they were sorted out they were out of time. Also out of time at the next control was our intrepid Zwilling, who had earlier run for 30 kms of Ladon Bridge with a punctured rear wheel which soon became just a rim. He had had to do this after having so many punctures that his supply of spare wheels ran out, and again on this section punctures were his problem and he was time-barred.

With another full 28 hours of the rally still to go, the result was certain barring retirements, and the incredible thing is that in the last part of the rally there were very few.



The only Lancia Fulvia in the rally was the factory-built, privately-entered car of Greek Lancia distributor Stavros Georgiades, here at speed in the Peloponese.

Twenty-two cars passed Agrinio up the west coast and, of those, 19 reached the finish, with only poor Larrousse adding significantly to the list of retirements.

At the finish, it was discovered that both the DAF of Ilaxhc and the Swiss Porsche 911S of Dirren/Stuckelberger had penalised themselves out of good positions by checking in early at one point and then continuing to check in early—and getting penalised for it—at every successive control, which was the same mistake that Leo Cella made in 1967 and, although peculiar to Greece, is quite clear in the regulations.

The traditional hillclimb at Parnis was missing from the Sunday morning programme but the race at Tatoi was not, and here an uninhibited Clark, with no chance of catching Toivonen at all, drove fast and spectacularly to win, lapping every other competitor at least once in the course of the half hour.

This was not a classic Acropolis, since there was no close fight in the closing stages as we have had in previous years, nor any great moment of drama which would single it out from other rallies. But it was still a very, very good rally capable of trying the strength of the very best works teams.

Acropolis Rally
Greece, May 29 to June 1
European Rally Championship, Constructors,
round 2

1. Pauli Toivonen/Martti Kolari (Porsche 911S), 422.7;
2. Roger Clark/Jim Porter (Ford Escort TC), 978.3;
3. Claude Laurent/Jacques Marche (DAF 55), 3791.1;
4. "Ipsilantis" (NSU 1200 TT), 4014.9;
5. Schmitthelm/Gettermair (Porsche 911S), 4067.6;
6. "Siroko"/Andriopoulos (Opel Kadett 1900), 4723.4;
7. Peihaf (Mazda 1200), 4498.7; 8. Hasiotis/Gaunaras (BMW 1800TI), 5008.2; 9. Dionisopoulos/Vihos (Toyota Carolla), 5057.8; 10. Koulen-d'anos/Papakostos (Datsun), 6152.6.



The works Escort TC of Hannu Mikkola/Mike Wood, which succumbed early in the rally to mechanical failure, passes at speed over an unfenced bridge near Vamvakou.



BMW 2800CS: "This car really performs, with enough power to hang the tail out."

Total's test day

By JOHN BOLSTER

THE eighth Foreign Car Test Day, organised by Total Oil Great Britain Ltd., took place at Silverstone on May 28 in fine weather. There was a good selection of cars, though Honda and Volvo were notable absentees and the big Americans have previously proved to be short of brakes on this circuit, so they were wisely not present.

Starting with a luxury car, I took off with the Mercedes-Benz 250CE Coupé, in this case fitted with the excellent 5-speed gearbox. The suspension is very soft, with a good deal of roll under extreme conditions; the car normally understeers, though it can flick its tail out if the foot is suddenly lifted in a corner. The six-cylinder engine is delightfully smooth, the overhead camshaft being less audible than on previous models. The Fulda radial tyres screamed lustily and all the controls were very light to operate. I also drove the Diesel Merc, a tough car of incredible economy.

I adored the Alfa Romeo 1750 Spyder Veloce, with the hood down and my deer-stalker tied on. This is a lovely little car, smooth, incredibly controllable, and faster than I expected. It does everything right, and that five-speed gearbox . . . !

The Opel Commodore GS Coupé has a lot more performance than the standard version. It handles very predictably on Michelin XAS tyres, understeering normally with rear breakaway on lifting off. The power steering is incredibly light, but the rather low third gear was a handicap on this circuit.

The Fiat 124 Coupé has been improved by the new rear suspension geometry and its roadholding, always excellent, is now tremendous. The twin-cam engine is very crisp, with typically Fiat high-revving characteristics, and it pays to use the five-speed gearbox to the full. The sports engine and fairly firm suspension give this car a very attractive character.

I have driven more Citroëns than I can tell but even so the DS21 Pallas astonished me by the fantastic speed at which it would go through corners. The engine seems to

have more punch than ever, really accelerating the big car, and the clutchless gearchange is now very rapid in action. Somehow, this car seemed to suit the circuit perfectly.

The Renault 16TS is something of a paradox, for its family station wagon appearance conceals some most sporting characteristics. The engine is very Gordini, giving the car more performance than would seem possible for a unit of only 1600 cc. Most modern front-drive cars are good roadholders, but this Renault excels because it has the sensitive steering and response to the accelerator that one only gets in competition cars. For the family man who secretly hankers after sports cars, this is the one.

The BMW 2002 has a four-cylinder engine that is as smooth as a six. Its high third gear suited Silverstone and the powerful brakes did not get as hot as most others. This is a

most civilised saloon, light to handle and with very comfortable suspension, but it gets up to 100 mph much more quickly than one would expect. I also had a brief and very unofficial trial of the new 2.8-litre, six-cylinder coupé. This car really performs, with enough power to hang the tail out, and I am looking forward with great excitement to my forthcoming road test of the big BMW.

The Audi 100LS is a large, roomy car with only a medium-sized engine, but it is surprisingly lively. The new short central gearlever is very pleasant and the car understeers less than previous Audis. It is safe and controllable in the best front-drive manner, the angle of roll being quite moderate. Though the engine is now giving a remarkable power output, it is by no means obtrusive at high speeds.

The Peugeot 504 KF6, with fuel injection, is a very fast car. Its qualities are difficult to put into words, but somehow it makes fast driving easy, cornering extremely rapidly with no effort at all and accelerating strongly with very little sign that the engine is working hard. The test car had left-hand drive and a column gearchange, the gearbox nevertheless being a delight to handle, with the usual Peugeot high third gear. Like all Peugeots, it travels with a remarkable absence of road noise and is altogether a most refined vehicle, ideal for long, fast Continental journeys.

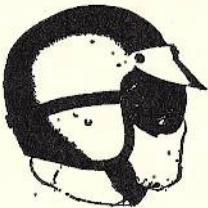
The Fiat 125S has an extremely efficient engine giving good acceleration, assisted by a five-speed gearbox with well-chosen ratios. The brakes are also exceptionally powerful and almost fierce in action. At Silverstone, the car was hard work to drive, for it understeered excessively. However, one does not normally drive on a racing circuit and on the road this characteristic might be less obtrusive. I would dearly love to have a 124 Coupé with a 125 engine.

I admit that I chose my cars carefully, and I was rewarded by the pleasure of driving some really outstanding machines. There are plenty of dull Continental cars, but I left them severely alone. I can only say that my best half dozen should be tried by every British manufacturer, for the standard was remarkably high.

This was a most useful event and we are grateful to our hosts. It is a pity that some of the guests repaid them by driving dangerously, and most regrettably more than one car was damaged. Some motoring writers are evidently better at driving a typewriter than a car, but they ought to respect the valuable property with which they have been entrusted. Let me hasten to add that most of the driving was of a high standard, as one would expect of experienced men exercising their professional skill.



Peugeot 504 KF6: "Altogether a most refined vehicle, ideal for long, fast Continental journeys."



PROFILE



Alan Rollinson

"At the end of 1968 I thought I'd have one more go. I bought Frank's Brabham, got a good engine and organised things myself."

By JUSTIN HALER

RIDING the crest of a wave of success and publicity which he enjoyed after a fabulous series of winning Formula 3 races in the opening months of 1967, Alan Rollinson is once again repeating this type of success with another F3 Brabham. Success breeds success, they say, and Rollinson's recent performances have earned him a drive from Irish Racing Cars' Mick Mooney, who has bought Rollinson a brand new F2 Brabham BT30. If the Rollinson/BT30 combination fulfils its promise, there is no reason why Alan should not be Britain's next candidate for Formula 1—where, if circumstances had been a little more favourable at the end of 1967, he might well have been last year.

Racing for seven years

Few people are aware of it, but Rollinson, who is only 26, has been racing single-seaters since 1962. After a reasonable start in Formula Junior in 1962 with a Cooper, the FJ motor blew up at Oulton Park, and he decided then to install a 1500 pushrod Ford mill for *libre* racing. Rollinson is, by nature, an

analytical person and over the years his racing experiences have taught him to weigh a situation up, think it out and then get into action. Looking back on his start in racing in FJ, he recalls that "FJ was probably a mistake; I should have had a secondhand car and learnt the circuits."

Nevertheless Alan continued with the Cooper, bought for him by his father, in 1963. But as the places continued to build up Alan "realised that it was getting too expensive. I thought I'd pack up, but midway through 1964 I got this phone call from Frank Lythgoe. He said he'd watched me and asked me to drive his four-cylinder Lotus-Climax 21 at Phoenix Park." This marked the start of a very successful partnership. Lythgoe also had a Cooper FJ with twin-cam power, which Dave Rees drove, but Lythgoe realised it wasn't much good and so he bought Adam Wylie's Lotus 27 t/c.

The 27 was also a mistake, but Rollinson's reputation as one of the up-and-coming club drivers was starting to grow during 1964 with his driving of Lythgoe's ex-Jack Pearce Lotus 22. With this he won a round half-dozen

events, taking lap records at Oulton Park and Aintree. Wylie joined the Lythgoe team and the two of them became a formidable combination.

For 1965 Lythgoe set his sights high and bought a pair of brand new F2 Brabham BT16s. They planned on doing all the internationals, "but we couldn't get new SCAs, which rather spoilt it, and we finished up doing much more *libre* racing." Potentially the team was geared to be a professional set-up, but "Lythgoe didn't pay us; he just gave us the cars and we prepared them." Rollinson's reputation was now fast growing as one of Britain's more promising drivers, but the team suffered a terrible blow when Wylie was killed in Ireland.

In retrospect Rollinson's best plan would probably have been to do a full F3 season during 1965, as without the newer SCA he couldn't really hope to prove fully competitive, and for 1965 his equal first (with Derek Bennett's Brabham BT14) in the Bob Gerard *formule libre* Championship was his best paper result. Nevertheless Lythgoe continued for 1966 with one of the BT16s, and with a new BT18 F3 car.

Rollinson's career suffered one of its setbacks with the BT18 when he was towing the car up the M6 and the cover started to blow off. He got out to put it back and got hit hard in the eye with one of the restraining straps. This put him out of action for six weeks, but once back he started to impress on the Continental F3 circuits—placings included a fourth at Cascais to Jürg Dubler, John Fenning and Chris Williams and a fifth at Rouen. More *libre* racing with the BT16—now with 1500 cc SCB engine—produced a win in the Scottish *libre* championship and second place in the Gerard one.

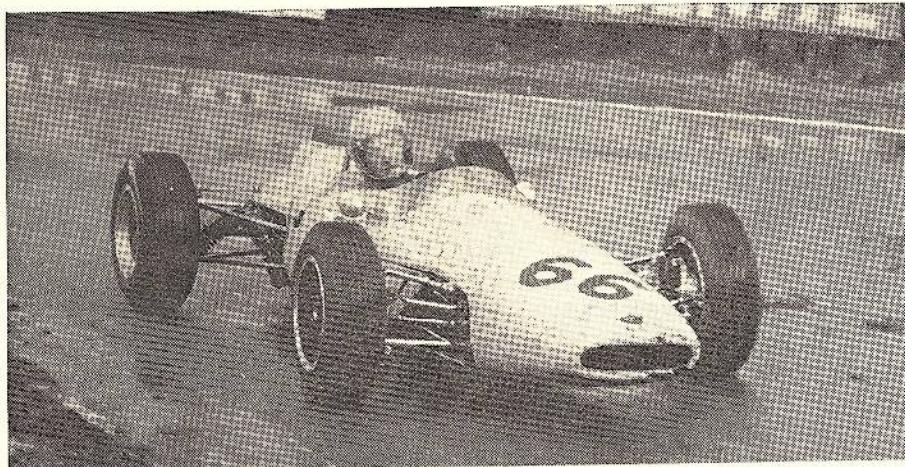
"I wondered what to do for 1967; in the end I got Lythgoe to let me keep the BT18. It had the same bottom end, but I fitted it with one of the first Holbay downdraught heads—it was probably the first 'Cosby' for the Temporada series. The whole series was Matra dominated, but Rollinson proved the quickest non-Matra man and ended up fifth equal with John Cardwell's Brabham.

F2 disaster

The next season started with Rollinson in a new F3 Brabham BT21. He did mainly club races, and particularly Leston F3 championship events, virtually winning everything he entered. This encouraged Lythgoe, and "while I was away at Monza, he cabled me saying would I drive an F2 McLaren M4A. I said sure, and that was the start of a big disaster." Up until now his experience of the 1600 cc F2 was confined to Gerard Coopers. They were not competitive, but he had put up some good performances, notably at Hockenheim.

The BT21 was sold and the stable took delivery of the McLaren. "But Frank's an impulsive sort of chap. There was a race at Inglisland and he bought another BT21 just for it. We went up to Inglisland—the car was completely unsorted—and suddenly the petrol tank went up in flames. I managed to get out of the cockpit, then passed out." Unfortunately the burns kept him out of racing for another couple of very crucial months.

When he came back to racing, it was to the McLaren. "Everyone said it was a good car, but the only F2 I had to compare it with was the Cooper. The McLaren wasn't a balanced car to drive—you couldn't drift it." Subsequent 1968 McLaren M4A performances proved conclusively that the McLaren wasn't the car everyone thought it was. So at the end of 1968 Rollinson, after such a brilliant start to the year, was rather back to square one. "I won the number one Groveswood Award, and that cheered me up. But if I was to continue for 1968 I wanted to get paid. I'd gone from a mechanic to car selling, and up



Rollinson spent most of his time in Lythgoe's F2 Brabham-SCA BT16 winning libre races. Here he speeds through Old Hall at Oulton Park on his way to a wet victory.

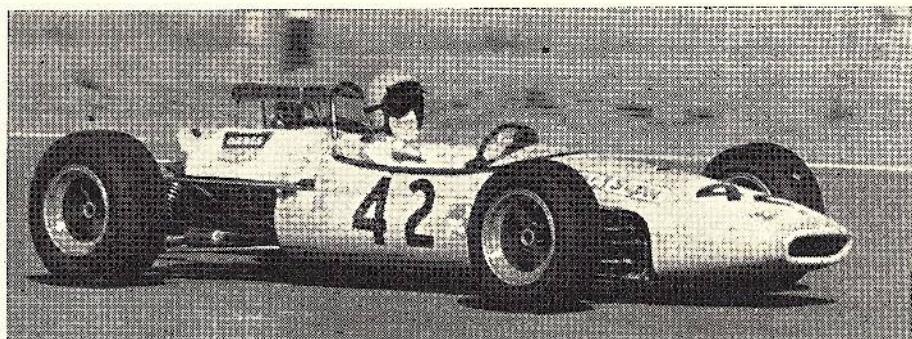
until 1968 I hadn't really earned a penny out of racing. Now I wanted to get married. I told Lythgoe about getting married," and as Farmer Frank didn't want married racing drivers, the long and successful combination broke up.

The various setbacks of 1967—notably the lack of success with the McLaren—ensured that his best offers for 1968 were for F3. The best of these was from the newly-formed Red Rose team, who were running the works Formula 3 Chevron B9s. "It seemed a good offer, but my big mistake that year was in actually signing a contract, because I had to turn down offers of driving Gerard Merlins and Chequered Flag McLarens in F2." But he also got offered a GT Chevron-BMW B8 drive by TechSpeed.

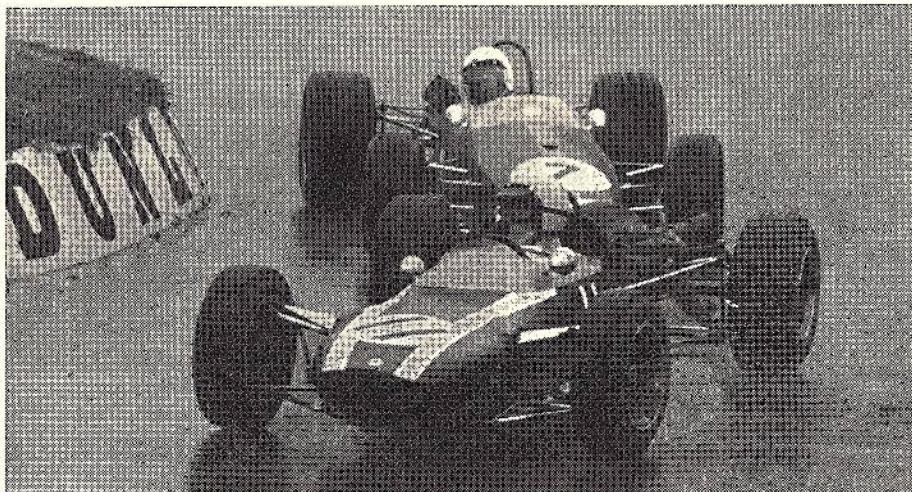
The GT gained him a third in class at the Nürburgring with Mo Nunn, a fellow Walsall man with whom he had briefly run a racing car preparation business in 1967. But the car was the less reliable of the two TechSpeed entries, Chris Craft getting many more results. He also had a couple of drives for Bill Bradley, taking a second place in the Barcelona Six Hours with John Fitzpatrick in Bradley's Porsche 910.

The story of the F3 Chevrons is well-known. Initially the cars, of very good basic design, needed quite a bit of sorting, and then the Red Rose équipe had a lot of bad luck with engines. Thus, although Alan scored several places and a singleton win at Schleizer in East Germany, his results did not justify his potential or his by now considerable experience. "At the end of 1968 I was wondering what was happening—I thought I'd have one more go. I bought Frank's Brabham, got a good engine and organised things myself."

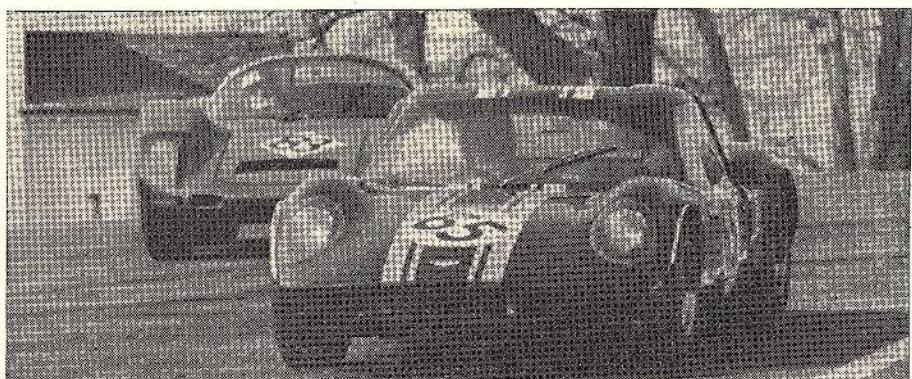
This season started extremely well with a win in a Mallory Park Lombank race over Tim Schenken in the BT28, and since then he has won most of the F3 races he has entered, and proved as competitive as anybody in the rest. Such performances dispelled the doubts of any sceptics who had put his mediocre 1968 performances down to lack of driving ability, and once again the racing world became interested. Alan Rees of Winkelmann-Team Lotus brought him in to take over one of the F2 Lotus 59Bs along with John Miles or Roy Pike when Hill and Rindt were elsewhere occupied, and he rapidly justified Alan Rees' faith in him, putting up a superb show at Hockenheim, where he stayed in the leading seven-car group (in seventh place), being unable to break away because of the wide tyres he was running to the small Dunlops of the rest of the group. This, and his F3 Brabham performances, got him the IRC drive, and if he goes well in that and the new F3 Chevron B15 which has just replaced the Brabham, he should be well on his way to F1 within the next 18 months.



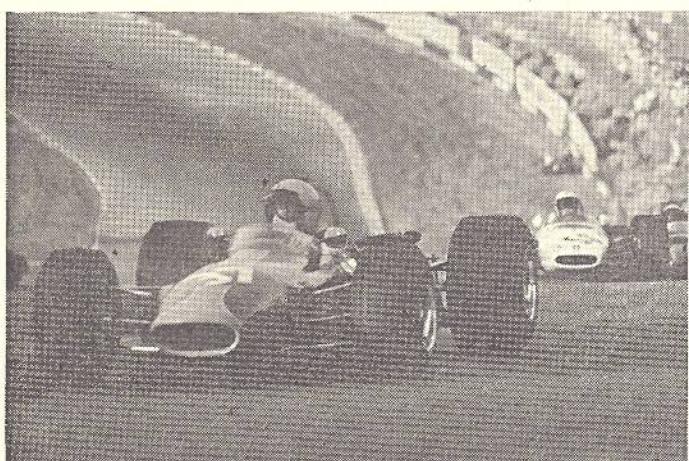
Rollinson took the Lythgoe Brabham BT18 out for the 1967 Temporada, where he was usually quickest non-Matra driver.



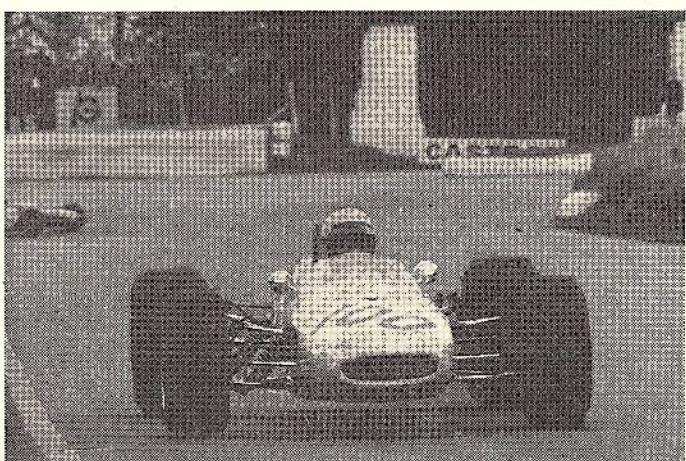
Alan took the F2 Gerard Cooper T82 to a fine fifth place in the soaking wet Mallory International in 1967; Gardner's Brabham follows.



In 1968 Rollinson drove TechSpeed's G4 Chevron-BMW B8, winning several club races. Here he leads Bill Bradley's Porsche Carrera 6 at Oulton.



Rollinson in the Red Rose Chevron B9 leads Ikusawa's Brabham and Stiller's Chevron in the 1968 Motor Show 200.



Alan's Brabham BT21B at Mallory Park on its way to victory over Tim Schenken's Brabham BT28 earlier this year.

**Petrol acid is burning
a hole in your pocket.**

Now fight acid and save with New Mobil Anti Wear petrol.



While your engine is running, every gallon of petrol releases a gallon of acid water. Most of this is expelled through the exhaust.

Some of it is neutralised by the oil.

But the rest of it stays in the engine where it is free to attack engine metal.

Once acid settles on engine parts, it causes damage.

Because acid nibbles away. Night and day. On the road and even in the garage.

The result is uneven, corroded surfaces – especially on cylinder walls, piston rings, valves, tappets and cam followers.

Nothing can stop petrol from releasing acid. All oil companies recognise this. Mobil faces the problem squarely.

The result: new Mobil Anti Wear petrol with its exclusive formulation that helps neutralise acid – **cuts engine wear by up to 40%**.

Maintenance costs cut.

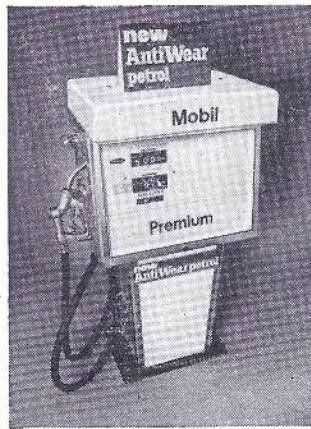
Because obviously an engine which keeps its performance peak longer needs less attention, fewer repairs.

Oil consumption cut.

Because the less worn an engine is, the fewer top-ups it requires. And the less it suffers from acid, the better the oil lubricates.

Good petrol economy.

Because the longer an engine is running at peak efficiency, the longer petrol provides all the power you pay for.



Mobil
Moneywise motoring

Available in Premium and Super Special grades.



The Capri's neat, long-bonneted lines have already become a familiar sight since the car's introduction last January.

A Cortina GT with the Mustang look

PEOPLE got tired of saloons, and there is a rising demand for something a little more spectacular. Most drivers would prefer to have a sports coupé, but they are deterred by their families and their insurance brokers. If a manufacturer can produce a car that looks like a low, fierce GT coupé but is really a practical four-seater, powered by an ordinary production engine, he will sell it in tens of thousands. Such a car is the Capri, and it seems likely that Fords have again hit on exactly the right formula to tempt the cheque books out of customers' pockets.

The Capri will eventually be available with seven different engine options, but for the purpose of this article we shall only consider the 1600 GT version. Broadly, two alternatives were possible in styling the body, and it might have been tempting to follow the Italian school. With deep windows, short bonnets, and an absence of decoration, the Italians achieve their artistic triumphs by perfect proportions and under-statement. The Americans, on the other hand, tend to hark back to the 1930s, when a car had to have a big bonnet and a small body to be beautiful. Though the Capri was designed in England, the phenomenal success of the Mustang has obviously influenced its proportions, and its much smaller engine is almost lost under a bonnet that could easily shelter eight cylinders. The "power look" gives the Capri an extrovert appearance that its gentle manners belie.

Mechanically, the car is similar to the 1600E and the weight of the two machines is almost identical. I could not quite get the 1600E up to 100 mph but the Capri will just do it, though it takes some coaxing past 98 mph. On the other hand, the Capri is slightly higher geared and does not feel quite so quick off the mark in consequence, though the difference is very slight. Evidently the insurance companies realise that this is not primarily a speed model, and the premiums are therefore moderate.

If the performance of the Capri resembles that of its sister, in other respects it is very different. I had to criticise the 1600E for being too noisy when driven hard, but the Capri is altogether quieter and smoother. Four-cylinder engines, except very small ones, present a problem because they tend to make the body panels drum, and a good job has evidently been done in getting the natural frequency of the major pressings as far as possible from the critical engine vibrations. Sound insulation is also excellent, and both tyre and wind noises are well below the average.

The rear suspension has been specially studied for this application. The movement has been restricted so that the car can ride low, without assuming a tail-up attitude when there are no rear passengers or luggage. This has been achieved by obtaining a progressive rate in three stages. First, the semi-elliptic springs give, and then the very thick rubber bushes of the radius arms are compressed, because the "wrong" arc has deliberately been struck. Finally, the orthodox bump stops begin to come into play. Another very simple arrangement is the mounting of one damper ahead of the axle and one behind, which reduces pattering due to wind-up of the springs on violent starts and stops.

The MacPherson front suspension follows the design of the Escort, with rack and pinion steering and a 4½-ins wide track, which is ½ in wider than the Cortina. The car is 4 ins lower than the Cortina and has a 3 ins longer wheelbase, though the overall length is slightly less. The result of all this is a better ride than the 1600E gives, though there are still some sharp up and down movements, particularly on country lanes. The road-holding is truly excellent, the cornering power being exceptionally high, with almost neutral response tending towards understeer. This is just sufficient to give good stability, though there is little castor action and the steering

feels rather dead—which is unusual with a rack and pinion. Gusts of wind can be felt because of the long, high nose. The servo-assisted brakes are very powerful and, though they certainly warm up during hard driving, they show good resistance to fading. The hand brake is also unusually powerful and the lever is well placed.

Certainly the car is attractive and well equipped in its basic form, but the test car had nearly £80 worth of extras, known in Ford terminology as the "XLR pack." The X pack covers interior appointments, such as the reclining front seats, the L pack covers additional exterior trim, such as dummy air vents (I could do without those), and the R pack, for GT models only, means rally equipment like wider wheels, leather-covered steering wheel, and auxiliary lamps. Anyway, you get a lot of extras for your money.

The heating and ventilation system is very efficient, and the extraction has non-return valves, which completely prevent the entry



ROAD TEST by John Bolster

Ford Capri GT

of exhaust gases under any conditions. It is therefore considered unnecessary to have quarter lights in the doors and the small rear windows are fixed. The rear seats are comfortable as long as the front seats are not set too far back, and it is best for the shorter passengers to occupy them, a tall man having his head rather close to the roof. However, this is much more than a mere 2 plus 2, and the rear seats are suitable for serious touring. The instrument dials are deeply recessed to prevent dazzle at night, but the range of the headlamps is a little disappointing. The driver sits low and his view is not exceptional towards the rear quarters.

The car gives the impression of being very tough and rigid, and there are many safety features in its construction. The interior is well padded and the levers for releasing the front seats for tipping are separate from those that adjust the squabs, so the adjustment is not lost. Every motoring writer has praised the gearbox and I must join their number, for the change is extremely light yet the synchromesh is 100 per cent effective, with well-chosen ratios. The clutch is smoother than that of the 1600E I tested, perhaps partly because of the rubber-damped propeller shaft, which certainly improves the low-speed flexibility in top gear.

The Ford Capri 1600 GT will just about attain 100 mph, which is surely enough in a 70 mph country. Nevertheless, it will eventually become available with the 3-litre Zodiac V6 engine, and that is a car I am really looking forward to driving.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Ford Capri 1600 GT, price £1042 including PT. Extra: XLR pack (see text), £80.

Engine: Four cylinders, 81 mm x 77.6 mm (1599 cc). Pushrod-operated overhead valves. Compression ratio 9 to 1, 88 bhp (net) at 5400 rpm. Twin-choke Weber downdraught carburettor.

Transmission: Single dry plate diaphragm spring clutch. Four-speed all-synchromesh gearbox with central lever, ratios 1.0, 1.40, 2.01, and 2.97:1. Rubber-damped propeller shaft to hydronic rear axle, ratio 3.78:1.

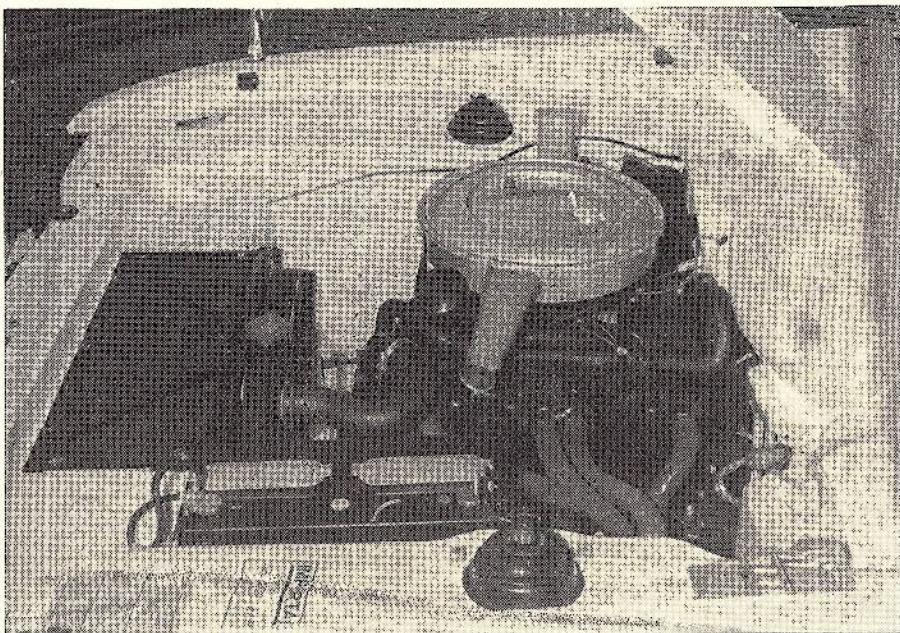
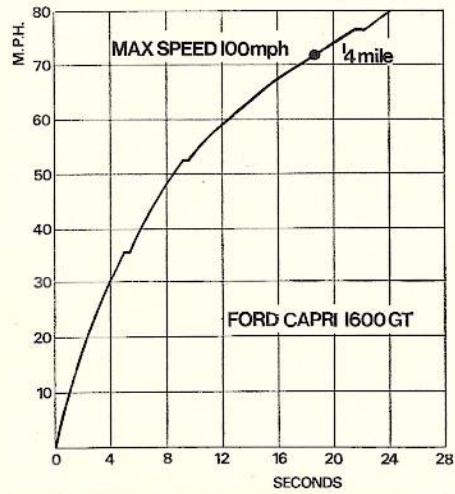
Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts, lower wishbones, helical springs, and anti-roll bar. Rack and pinion steering. Rigid rear axle on semi-elliptic springs and radius arms. Telescopic dampers all round. Disc front and drum rear brakes with vacuum servo. Bolt-on disc wheels fitted 165-13 ins radial ply tyres. Extra: Rostyle wheels with 5.5 ins rims.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Oil pressure, water temperature and fuel gauges. Voltmeter. Clock. Heating, demisting, and ventilation system. Two-speed windscreen wipers and washers. Flashing direction indicators. Extra: Fog, spot, reversing, and map-reading lights; radio.

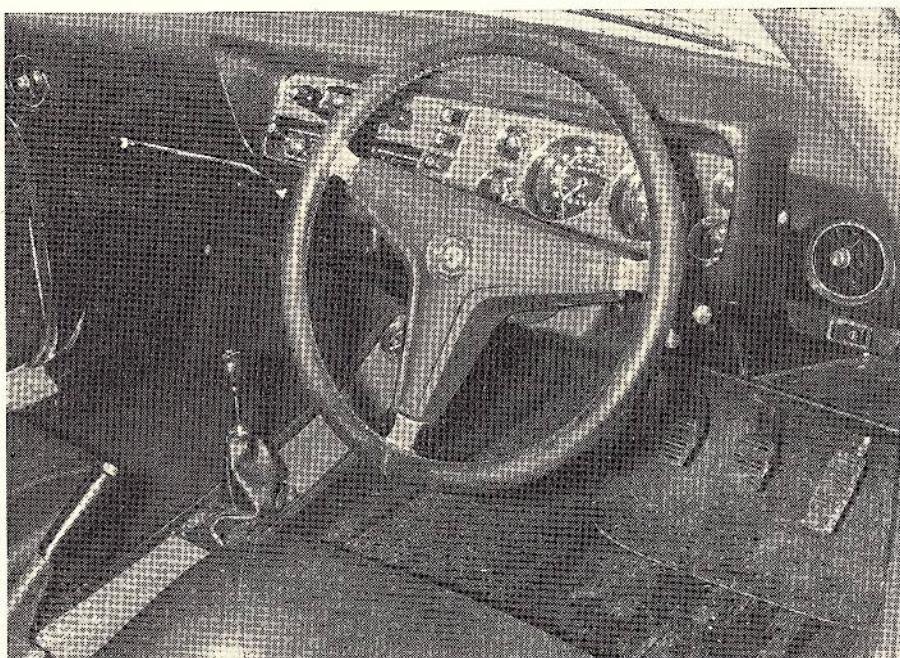
Dimensions: Wheelbase 8 ft 4.8 ins. Track (front) 4 ft 5 ins; (rear) 4 ft 4 ins. Overall length 14 ft 0.5 in. Width 5 ft 4.8 ins. Weight 18 cwt 2 qtrs.

Performance: Maximum speed 100 mph. Speeds in gears, third 77 mph, second 53 mph, first 36 mph. Standing quarter-mile 18.7 s. Acceleration: 0-30 mph, 4.0 s, 0-50 mph, 8.9 s, 0-60 mph, 12.8 s, 0-80 mph, 24.4 s.

Fuel consumption: 24 to 28 mpg.



Under the Capri's bonnet is the familiar Cortina GT unit.

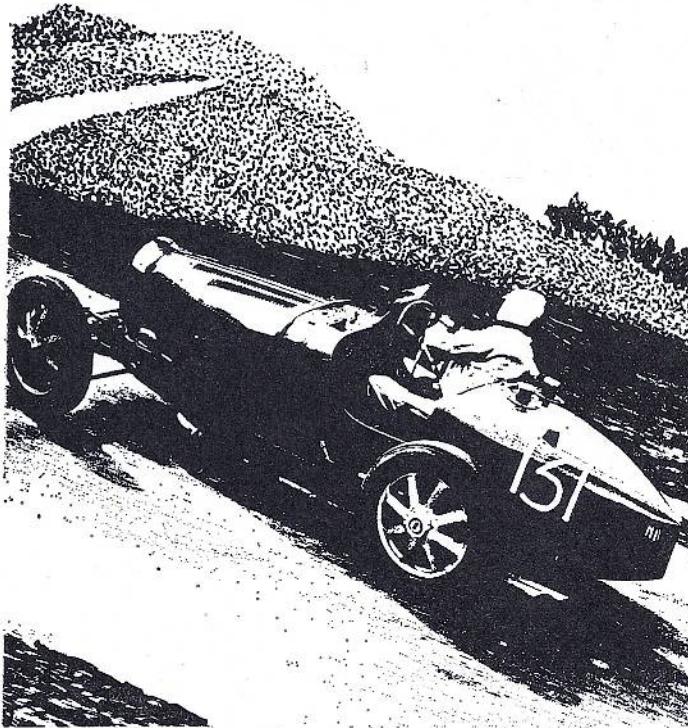


The leather-rimmed, padded steering wheel is included in the XLR specification.



Longer in wheelbase and wider in track than the Cortina, the Capri rides and handles well.

W.D.&H.O.WILLS
INTERNATIONAL
SPEED HILL
CLIMB



**Prescott/Sunday 15th
June 1969/Organised by
the Bugatti Owners Club**

a special event by **WILLS**  pacemakers in tobacco

POWER PLUS!

**FORMULA
5000**

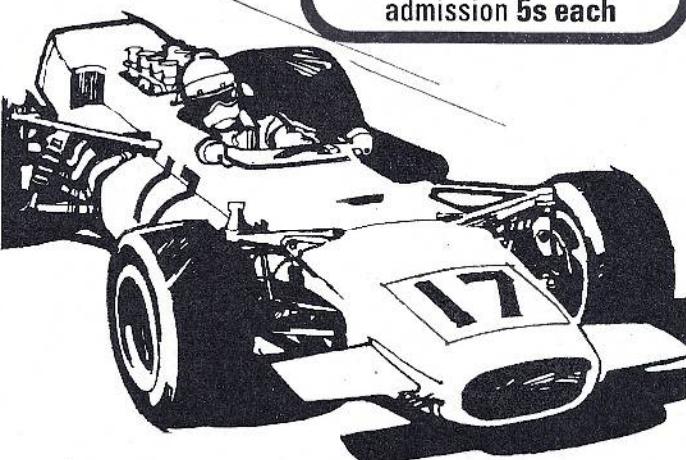
Sunday June 15th. 12 noon
**VANWALL
TROPHY**

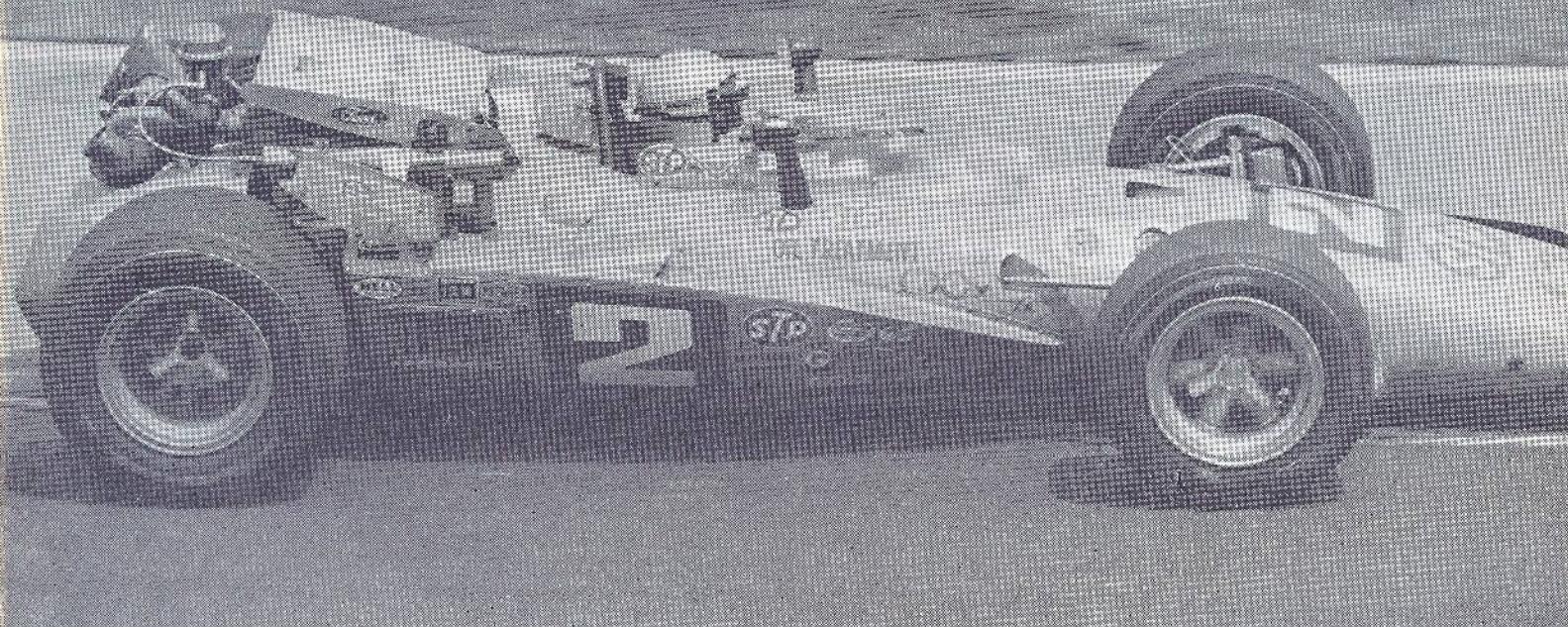
Sponsored by the GKN group. Organised by the BRSCC.
Join the fast set at Silverstone, see the fantastic new Formula 5000 cars power their way round Britains fastest circuit. The 5 litre giants should really come into their own and put up lap speeds which may well be faster than Formula 1. And there are 3 supporting races for sports cars, saloons and formula Ford — Make a day of it at Silverstone.

SILVERSTONE

GRAND PRIX CIRCUIT

Special	15/-
Trackside enclosure	15/-
Transfer to Grandstand	15/-
Transfer to Paddock	20/-
Children under 14 (accompanying)	5/-
Parking FREE	
Practice Sat. June 14th from 11.00	
admission 5s each	





Mario Andretti in the turbocharged 2wd Brawner Hawk on his way to winning his first Indy 500 for STP and Andy Granatelli.

INDY 500: MARIO MAKES IT

**Mario Andretti (turbocharged Hawk-Ford) wins after struggle with
A. J. Foyt (Coyote-Ford) — Dan Gurney (pushrod Eagle-Ford) second from
Bobby Unser (Lola-Offenhauser)**

Story and pictures by PETE LYONS

IT is finally the year for both Mario Andretti and Andy Granatelli. Having joined forces, and weathered the untimely last-minute withdrawal of their specially-commissioned "supercar" Lotuses, they fell back on a conventional rear-wheel-drive chassis and prepared it to the nth degree. The gamble was the durability of the highly stressed turbocharged 2.65-litre Ford engine, but Mario's particular unit performed faultlessly.

It was a race that went to one swift and to many sloggers. The first half was a pitched battle involving A. J. Foyt, Roger McCluskey and Lloyd Ruby, but the first two, team-mates, had manifolding problems, and the third made a mistake in the pits. Several entries who should have figured had bad luck. It was a safe race, with no injuries and only two brief incidents calling for the "yellow," but as 20 starters retired the end was not exciting.

IN last week's issue we examined the entry for the world's richest motor race, and described the days of practising and the qualifying sessions. The day before the race is a full-stop day. The track is closed and everyone must be content. This particular penultimate day was miserably hot and there were many worried faces; a strictly enforced rule states the car must race in the configuration in which it has qualified, and the qualifying days had been balmy. The STP men were taken to task for trying to fit an extra cooler to Andretti's Hawk, and they laboured far into the night to get around this. Also still working at midnight, typically the only driver still in Gasoline Alley at that hour, Jack Brabham was bending over his two BT25-Repco monocoques trying to make up for a month spent in Europe.

There's not the slightest doubt that, should the race itself ever be cancelled for some reason, 300,000 spectators would still come. Probably a goodly proportion wouldn't even notice the race was missing. This is the great summer festival in the heartland. The atmo-

sphere is relaxed and cheerful and the prices are shocking. The night is filled with song, fireworks and police sirens, and at first light an aerial bomb shakes the Speedway grounds. The gates are flung open and it's the Oklahoma Territory land rush as the first few thousand spectators roar at full throttle for three-quarters of a mile down the length of the infield from the gate at the north end to the choicest vantage points against the south fences. Woe betide anyone foolish enough to have pitched a tent in their path, there or in a Western Desert dry wash just before a flash flood. There would be no trace.

To everyone's relief, race day was only pleasantly warm. A high thin haze took the edge off the sun. The huge stands filled rapidly with a great wall of spectators, creating almost a Roman circus feeling to confront the 33 nervous drivers as they followed their 33 polished racers out to the grid. In the lineup were 19 Offenhauser engines, 11 four-cam Fords, two Repcos and one stock block Ford. Only four cars had four-wheel drive, but 30 had superchargers, all of these exhaust-driven.

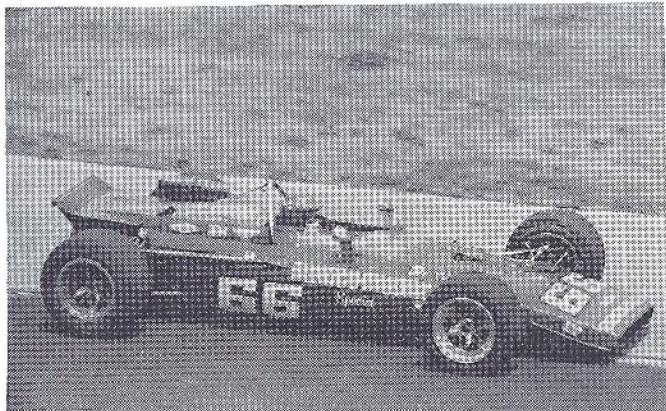
RACE

At long last the parades, anthems and releases of balloons came to an end and Tony Hulman ordered all engines started; all obeyed but LeeRoy Yarbrough's turbocharged Ford, and hastily his Vollstedt was pushed out of the way until it too chimed in. Possibly with fuel consumption on their minds, everybody behaved themselves, forming up quickly so that after only two pace laps the starter was satisfied and unleashed the flowing river of 20,000 horsepower.

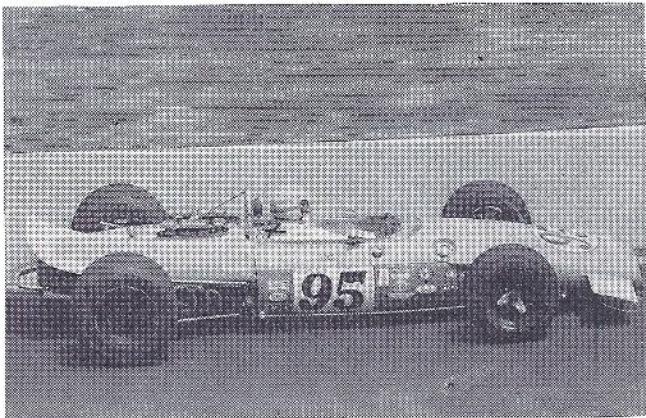
In the terrifying funnel into Turn 1 poleman Foyt held his advantage, but then going through Turn 2 and out onto the back straight Andretti squirted his Hawk past the Coyote. Already the great statistic machine was grinding: Mario hurtled down across the bricked finish line to lead the first lap at 162.543 mph, with Foyt, Roger McCluskey (Coyote) and Bobby Unser and Mark Donohue in the 4wd Lola-Offices behind.

Another 2½ miles and the pace of the first three was in the 166 mph bracket, and they were pulling away. The Hawk and the two Coyotes appeared out onto the main straight as three bright red droplets falling from a great height, evolving into recognisable automobiles as they fell down at 200 mph between the walls and tiers of spectators. As one the three turbocharged Ford V8s shut off with a bang, the cars weaved under braking and fell into file, and one had a quick flash of the drivers working fiercely at the steering as they slid around the quarter-mile of banking.

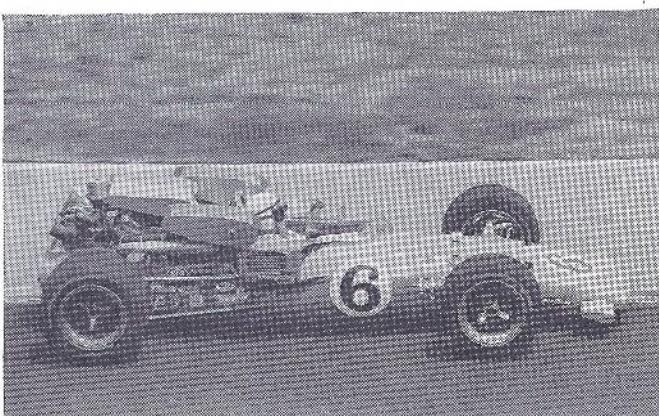
Unser appeared a little behind as a yellow



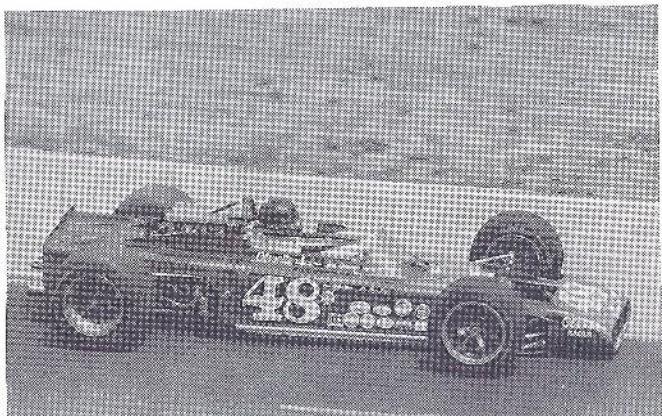
Rookie Mark Donohue (4wd Lola) finished seventh.



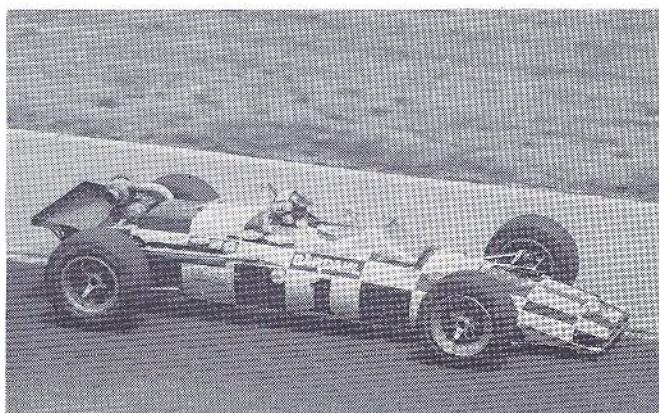
Jack Brabham's Brabham-Repco had ignition trouble.



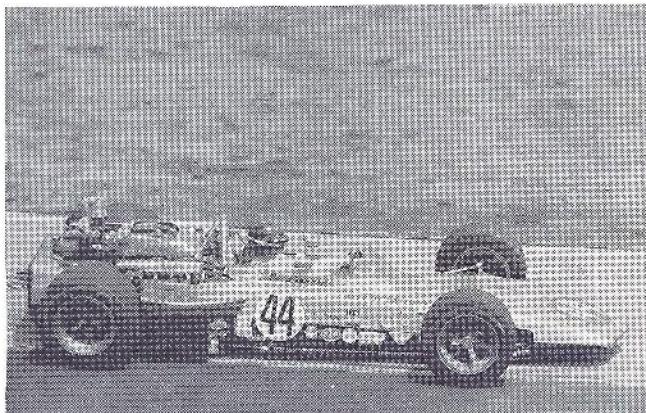
A. J. Foyt's Coyote holed an intake manifold.



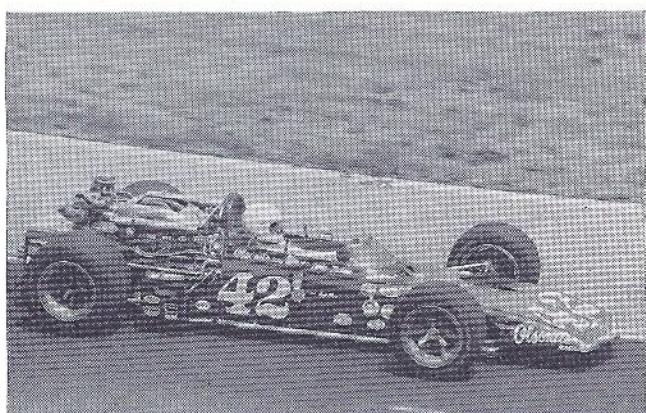
Dan Gurney was second in the pushrod Eagle.



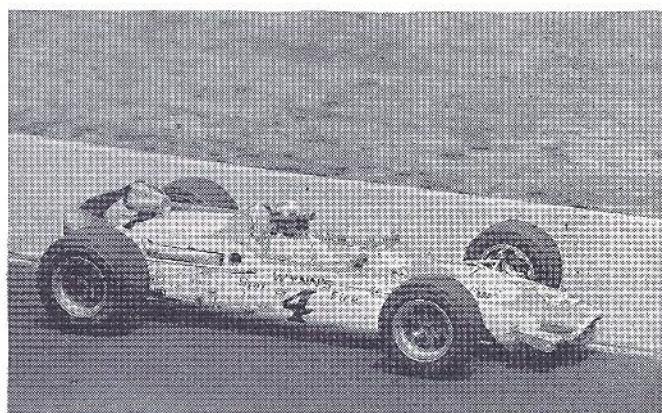
Bobby Unser brought the 4wd Lola-Offy into third.



Joe Leonard was fifth in his Eagle.



Denny Hulme lay second before the Eagle's clutch went.



Lloyd Ruby's Mongoose broke a fuel cap.

droplet and Donohue still further back, dark blue. Bobby's Lola was suffering from an unsuspected mistake in the suspension set-up, while on theirs the Penske crew had gambled on the weather's turning hot and made a last-minute jetting change on the turbo Offy, which had saddled Mark with a great flat spot. On this second lap Bruce Walkup (Gerhardt-Offy) broke his gearbox, retiring perforce, Jack Brabham pulled into the pits with very duff ignition, and the Offy engine in Billy Vukovich's Shrike was about to lose a rod.

After five laps Foyt passed Andretti to retake the lead, and on lap 10 McCluskey eased by as well. The race attention was on this trio, still nose to tail, but back in the field Gary Bettenhausen was forcing his Gerhardt-Offy through, passing Unser on the 14th lap into fourth place about 3 secs back. Gordon Johncock pitted for half a minute to change a tyre on his Gerhardt-Offy, Ronnie Bucknum's Eagle-Offy suffered a broken piston, Johnny Rutherford came in to change his Eagle-Offy's radiator, and Art Pollard retired the STP-Offy (née Lotus turbine wedge) with transmission trouble.

At 20 laps, one-tenth distance, Foyt led his team-mate McCluskey and Andretti, and Bettenhausen was holding off Unser; Lloyd Ruby (Mongoose-Offy), Joe Leonard (Eagle-Ford) and Wally Dallenbach (Eagle-Offy) were squabbling over sixth place, while Donohue in ninth spot was losing ground to Dan Gurney, whose stock block Eagle-Ford was about 30 secs behind Foyt.

After 23 laps Unser gave up struggling and came in to have a tyre changed and the suspension adjusted. Instants later a car streaked down the straight with flames pouring from the engine; it was Jim McElreath's Hawk-Offy. The engine had exploded, taking a fuel line with it. Jim brought it all to a careful halt against the wall of Turn 1 and, as fire crews descended with their clouds of white powder, he strode away without a backward glance.

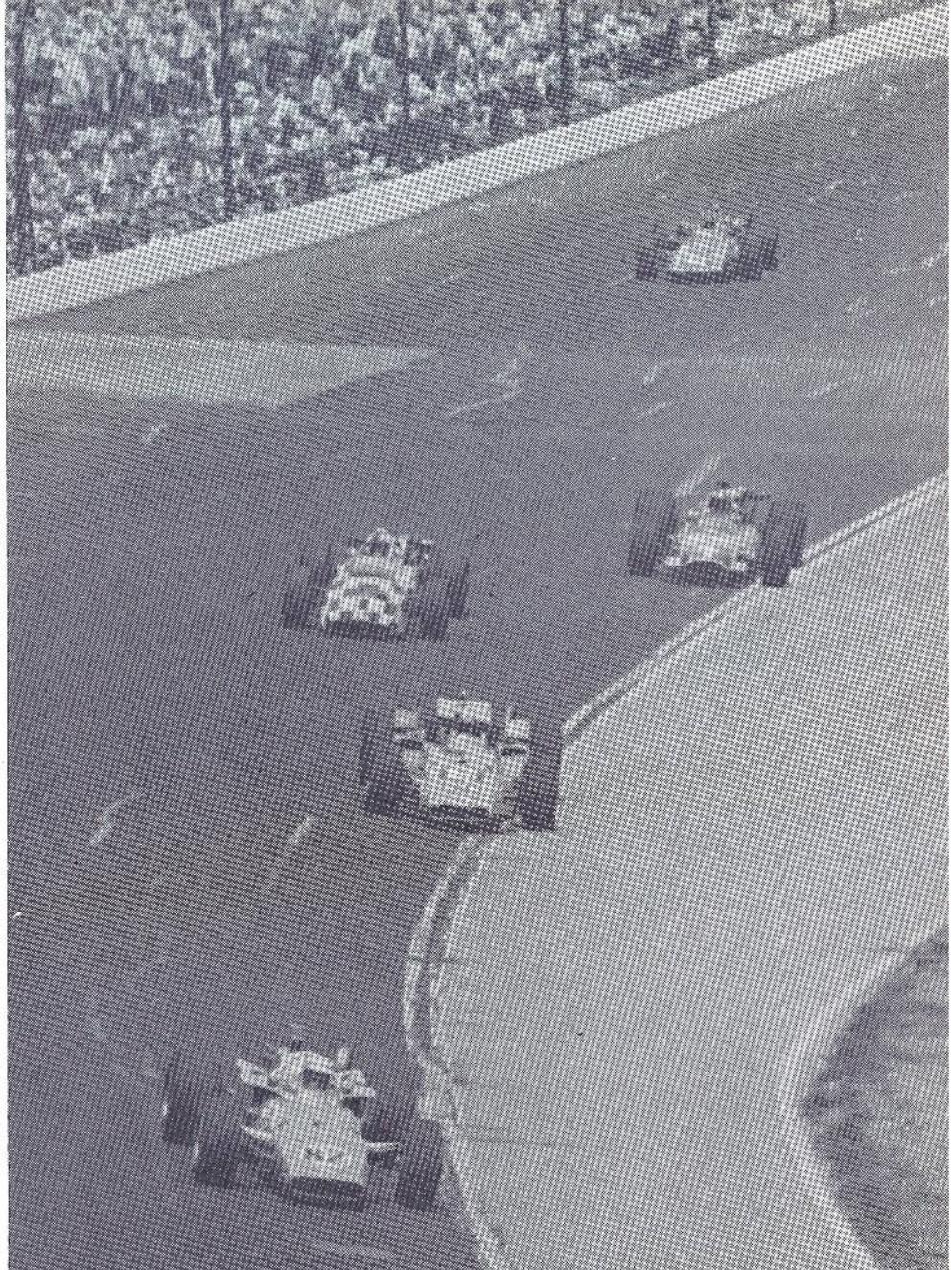
The yellow light was on for six laps, more or less allowing the field to close up—happily, these cars geared for this circuit must be kept up to a speed no "pace car" can match, so the drivers themselves can decide what is safe for them. During this period George Follmer's Cheetah-Ford quietly died.

The green was out again when on lap 34 Bettenhausen's Offenhauser broke a piston; his Gerhardt spun, nudging the wall but finishing on the grassy infield out of the way, so no yellow was needed.

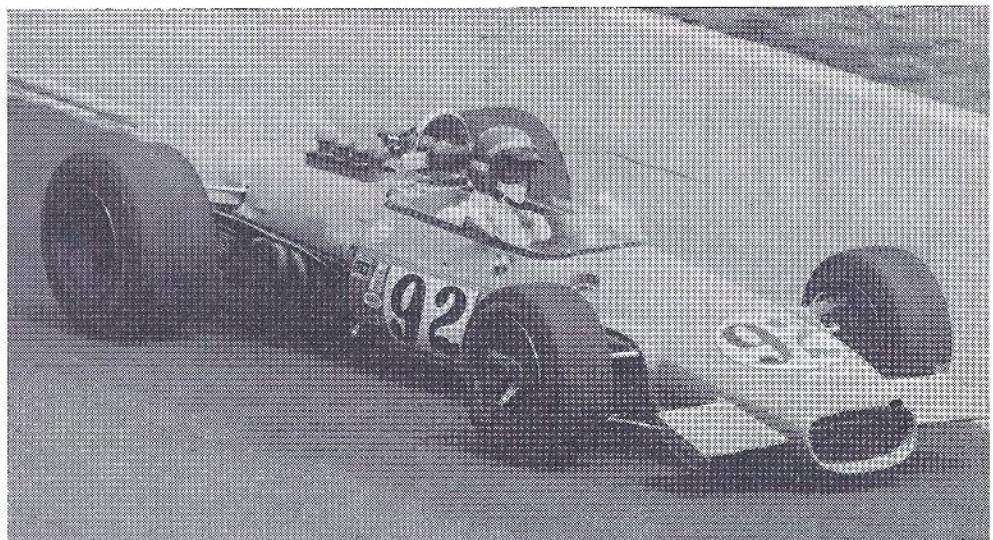
Still the pace was being set by the leading trio, closed up tight and drawing every eye. Mario said later that he, at least, had a little more in hand but was driving on his temperature gauges, holding the water to 220 and the oil to 240 deg F. He slid past McCluskey briefly on the 46th lap, but they were all so close that the nominal leader was a meaningless formality—except for the \$150 A. J. was earning each lap!

Peter Revson's pit stop was the signal for quarter-distance. The Repco in his Brabham, like several other engines, had been set too rich for the day and, in addition to not pulling the last 500 rpm, it was guzzling fuel, so he brought it in a bit early while the Brabham mechanics were still feverishly changing Jack's transistors to try to cure his ignition dramas. Yarbrough too came in, but overshot, so he had to go out and make another lap, and then on lap 49 McCluskey's was the first Coyote to stop. Foyt and Andretti hung on for two more tours, then together broke out of the groove and simultaneously dived for their pits. Thousands of stopwatches clicked, and Foyt was away after 28 secs, but Andretti lingered for an agonising 43. ("We wanted to be careful and not spill any.")

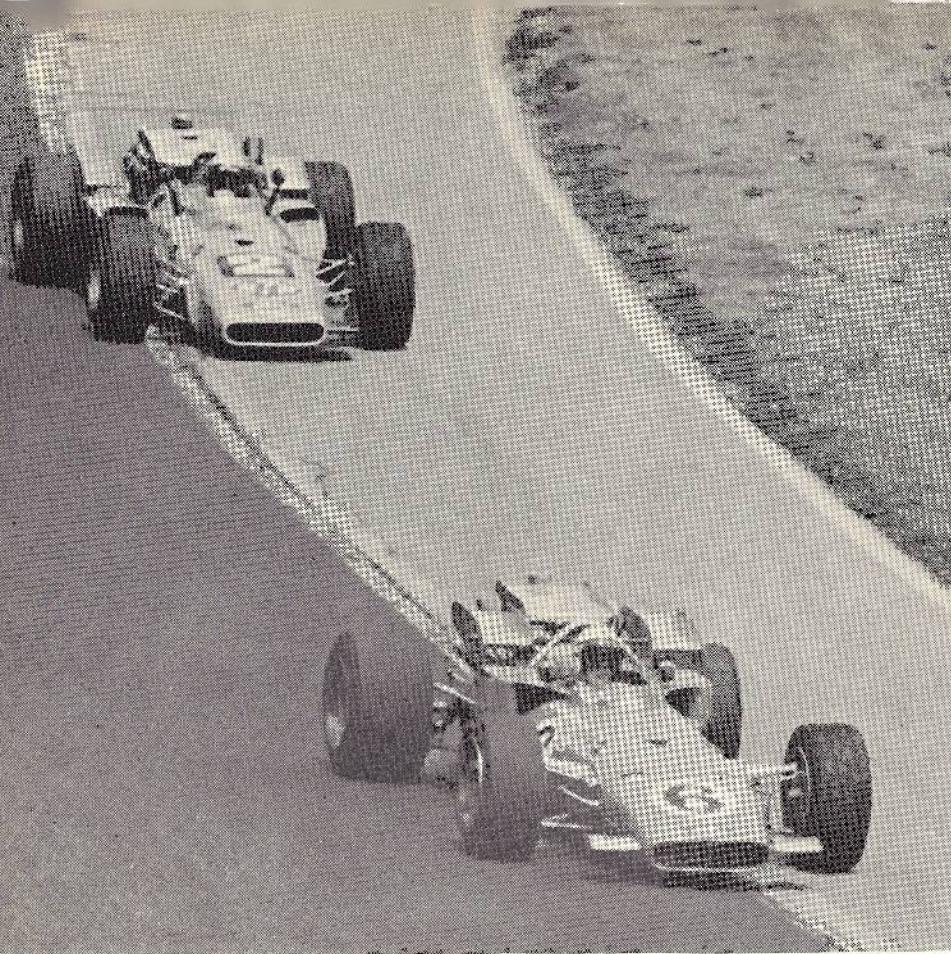
All this left Lloyd Ruby in the lead for a lap until his own stop (23 secs), and Wally Dallenbach in his turn inherited first. Donohue's Penske stop took 29 secs, while the AAR boys got Gurney out again in a rousing



Some of the early leaders set their cars up for Turn 1: Roger McCluskey (Coyote) leads Andretti's Hawk, last year's winner Bobby Unser, in the 4wd Lola, and Lloyd Ruby, who had started in row 7 in his Mongoose, with Joe Leonard (Eagle) giving chase.



Peter Revson qualified the second Brabham-Repco at 160.851 mph, the slowest qualifying speed, but an excellent drive on race day was rewarded with sixth place despite high fuel consumption.



The battle between Andretti's Hawk and A. J. Foyt in the Coyote raged until they made their first pitstops on lap 51, with Foyt always just in the lead.

22. Dallenbach lingered, enjoying his lead until lap 60, at which point Foyt had a lead of some 18 secs from Andretti and Ruby, who were close together and pushing each other. A. J., however, was suddenly in trouble and slowing. Inexorably he began losing over a second per lap. As Brabham got going and rejoined to great applause, he briefly formed a 200 mph sandwich with Ruby and Andretti, who were squeezing up on Foyt's tail. On lap 79 Ruby took his fellow Texan and, as so many times in the past, led the Indy 500.

Foyt rapidly lost sight of the Mongoose and the Hawk chasing it; his pit got ready for a stop, but he waited until lap 83 before dropping in. The team's first thought was that the turbocharger's "waste gate" had jammed in the partially open position, as it had during A. J.'s qualifying runs, and they attacked this first and sent him out again, but the power was still down. During his second stop someone noticed that the intake manifold itself had a hole where a pressure-sensing line to the waste gate tapped off, and there was nothing for it but to get out the welding gear.

After 86 laps Andretti passed Ruby for the lead, and at this point in third place Joe Leonard's Eagle led those of Dallenbach, Denny Hulme who had moved up nicely, and Gurney. Next moment Arnie Knepper suffered a suspension breakage which hurled his Morris-Ford nose first into the Turn 4 wall and strewed debris all over the track. During the ensuing eight laps of yellow light Dallenbach had some kind of moment in Turn 3 and found his clutch inoperative, so he had to park the Eagle right there.

At the 100 lap mark, half-distance, Andretti and Ruby were haring around nose to tail, Leonard was keeping them in sight, Gurney had passed his team-mate Hulme for fourth, Mike Mosley (Watson-Offy) was sixth and Donohue was a distant seventh, three laps down. On lap 101 Leonard made his second stop, taking 51 secs, and on 103 Andretti made his (37 secs), leaving Ruby all alone a lap ahead of everyone. After 106 laps Lloyd duly stopped and took aboard a full load,

but then, in his own words, "I just took off too soon, before they uncoupled the hose." His crew chief said, "If it were anybody else the *hose* would've pulled loose, but for us the damn *filler* tore out of the tank!" Gushing raw methanol from an open wound, the car had to be retired, the third time poor Ruby has had to quit while leading the race.

Had the race stopped then it would have been just as well. All Andretti had to do now was drive another 235 miles, preserving his 23 secs' advantage over Leonard, the only car on the same lap. Gurney and Hulme were still in company ahead of McCluskey, Mosley, Donohue, Unser, Bobby Johns (Laycock-Offy), and Mel Kenyon's Gerhardt-Offy. Foyt rejoined a total of 25 laps behind, and Brabham was going regularly about 80 behind, although his oil pressure was dropping and his temperature needles rising. Donohue was struggling round unhappily with the over-rich engine, which would not respond at all when he asked it for power coming out of the turns. As in the Group 4 race at Daytona in February, he was suffering for making a last-minute change without testing.

Roger McCluskey was back into his stride, and overwhelmed Hulme and then Gurney to regain third place, although Dan hung on and refused to let him get away. On lap 128 the officials spotted that Leonard's gold Eagle was spewing water and black-flagged him. A tiny bit of someone's discarded Jubilee clip had got into the extremely low nose intake and punctured the radiator, and cost him 15 laps while Smokey Yunick's crew changed it.

McCluskey pitted for fuel on lap 133, leaving Gurney and Hulme second and third one lap behind. Brabham finally called it a day with a sick engine after the leader's 139th lap and his 58th. When replacing the transistor ignition, he said, there had been "no way" to time the sparks other than by guess.

Denny put on a spurt and passed Dan into second place, getting a signal to stop for fuel in four laps. He came in after only one of those four, saying the handling was going funny. The right front Goodyear was changed, add-

ing one more to a list of Goodyear tyres that had been changed during the race—Unser, Foyt, Mosley, Johncock, all found a problem with tyres. Then, as Hulme tried to accelerate away, he found that for many miles past the clutch cylinder had been leaking out its fluid. Without being able to slip the clutch there was no chance of getting the very peaky turbo Ford away. He tried once or twice, but there was "no way" to avoid retirement.

Mario came in for his third fuel stop on lap 152, taking an un hurried 41 secs and rejoining still a comfortable leader, lapping in around 56 secs. McCluskey, now fourth behind Mosley, was gradually losing power. There was apparently no pressure going to the Ford's engine, and after 156 laps a stop showed why: a gaping hole burned in the plumbing. Mosley too was shortly in trouble: a piston was breaking up inside the Offy, and the car began smoking heavily. Eventually it stopped and Mike pushed it into the pits. This left Donohue third, rather a poor third, thought Mark, although Penske was pleased, but it was in any case a short-lived position as the Offy's magneto went bad and the sputtering and banging Lola came in for a replacement on lap 175.

Gurney thundered by his pit with the Eagle beginning to smoke, and gesturing back toward the engine. Andretti was signalled "Gurney sour," but in fact Dan later said that it was not the engine at all but another problem. A secret problem. Yet another problem was Bobby Unser, who had made his way into third spot now and saw Gurney 20 secs ahead, and 20 laps left in the race—but as it turned out he could only manage to gain half a second a lap.

Donohue rejoined on the leader's 186th lap, and Revson brought the surviving, and very thirsty, Brabham in for a top-up on the 191st.

Pilots know the phenomenon of "automatic rough" when the engine seems to make funny noises whenever there is no place below to land, and surely Andretti must have heard funny noises. But it all held together, so perhaps FORD does mean First On Race Day, as the PR guys like to say. The turbocharged Ford engine before this day had a dodgy reputation, but it won the race it was made for. The excess fuel consumption proved to be just a story, and Andy Granatelli beat the race queen to be first to kiss Mario Andretti.

Indianapolis 500 Miles, May 30

1. Mario Andretti (Hawk-turbo-Ford), 3 h 11 m 14.71 s, 156.867 mph (race record).
2. Dan Gurney (Eagle-Ford stock block), 200 laps.
3. Bobby Unser (Lola-turbo-Offy T152 4wd), 200 laps.
4. Mel Kenyon (Gerhardt-turbo-Offy), 200 laps.
5. Joe Leonard (Eagle-turbo-Ford), 194 laps.
6. Peter Revson (Brabham-Repcos BT25), 192 laps.
7. Mark Donohue (Lola-turbo-Offy T152 4wd), 192; 8. A. J. Foyt (Coyote-turbo-Ford), 184; 9. Larry Dickson (Vollstedt-turbo-Ford), 180; 10. Bobby Johns (Laycock-turbo-Offy), 172; 11. Jim Malloy (Vollstedt-turbo-Offy), 166; 12. Sam Sessions (Finley-turbo-Offy), 164.
13. Mike Mosley (Watson-turbo-Offy), 162 laps. piston; 14. Roger McCluskey (Coyote-turbo-Offy), 157, broken manifold; 15. Bud Tingelstad (Lola-turbo-Offy), 154, engine; 16. George Snider (Coyote-turbo-Ford), 153, still running; 17. Sonny Ates (Hayhoe-turbo-Offy), 146, engine; 18. Denny Hulme (Eagle-turbo-Ford), 145, clutch; 19. Gordon Johncock (Gerhardt-turbo-Offy), 138, piston; 20. Lloyd Ruby (Mongoose-turbo-Offy), 105, broken fuel cap; 21. Wally Dallenbach (Eagle-turbo-Offy), 82, clutch; 22. Arnie Knepper (Morris-turbo-Ford), 82, crashed; 23. LeeRoy Yarbrough (Eagle-turbo-Ford), 64, broken exhaust; 24. Jack Brabham (Brabham-Repcos BT25), 58, ignition; 25. Carl Williams (Gerhardt-turbo-Offy), 50, clutch; 26. Gary Beitenhausen (Gerhardt-turbo-Offy), 36 piston; 27. George Follmer (Cheetah-turbo-Ford), 26, waste gate; 28. Jim McElreath (Hawk-turbo-Offy), 24, caught fire; 29. Johnny Rutherford (Eagle-turbo-Offy), 24, radiator; 30. Ronnie Bucknum (Eagle-turbo-Offy), 16, piston; 31. Art Pollard (Gerhardt-turbo-Offy), 7, transmission; 32. Billy Vukovich (Shrike-turbo-Offy), 5, con rod; 33. Bruce Walkup (Gerhardt-turbo-Offy), 1, gearbox.

Statistics: Andretti led for 116 of 200 laps, Foyt for 66, Ruby for 11, Dallenbach for 7. This is the tenth time the Indy winner has started from second pole position. The first rookie home was Revson, who finished sixth. Andretti used Firestone tyres, Autolite plugs, American oil.

CanAm 1: Guess who?

Bruce McLaren wins at Mosport shadowed by Denny Hulme in the new works
McLaren M8Bs — John Surtees (McLaren M12) leads race but slows with
overheating, still finishes on same lap — Dan Gurney retires the McLeagle
after epic chase — Strong performance by John Cordts in obsolete McLaren

Story and pictures by PETE LYONS

WITH the weather as the only uncertainty, the reigning CanAm domineers Bruce McLaren and Denny Hulme in the M8Bs launched another series in the right way last Sunday, finishing scarcely a car's length apart after a 197-mile run round the Mosport track in Ontario. During the early stages John Surtees, in a Chaparral-entered McLaren M12, and Dan Gurney (M6B) staged a tremendous show, the former forging ahead to lead for several laps while, during the middle of the race, the latter was right on the leaders' tails, all stops pulled. Lothar Motschenbacher was well in the running until his hastily assembled M12 began to fail, and Chuck Parsons (Lola T162) struggled manfully throughout the dry race on rain tyres. On the last lap one of these deflated, letting through into fourth place John Cordts' M1C, by far the best driven and prepared of the "obsolete fleet."

ENTRY

TWO days after the USA's most glamorous single race, our most glamorous race series blasted off the Mosport grid. For this, its fourth year, the CanAm Series offers more races, more prize points and more money. This last is most important, for of all the grumbling about expense one hears in racing the loudest grumblers are sports car owners. Some familiar supporters are missing and may or may not rejoin when they see how things develop, while date conflicts with other organising bodies cause more dropouts. There are cries that the basic formula is too difficult, and there ought to be imposed some kind of limit on the essentially *formule libre*. To this the SCCA's Jim Kaser says, "The CanAm is now getting to be just what we envisioned, a really tough series for professionals."

Self-evidently, some professionals can manage to take part. Holding most of the marbles at Mosport were the Kiwis. For 1969 the McLaren team have levelled off the wholesale escalation of Group 7 design that has been the really outstanding feature of the last three years. Their M8B is a very knowledgeably refined version of last year's car, actually the old bulkheads re-skinned, with the same thinking in suspension, drive train and so on, and subtle alterations to the aerodynamics caused partly by the adoption of fixed position aerofoils mounted on the rear suspension. Their new engine man is George Bolhoff, an American formerly with Traco, and his work on these first engines of the series has been along the lines of simplifying some of Gary Knutson's hardware. After the first race he was to disappear back to Colnbrook, leaving the team five engines to race while he brewed up something new. Bruce has remarked that there ought to be a full 800 horses lurking within the aluminium Chevy . . .

Going private seems to mean buying last year's McLaren. This year's for-sale car is called the M12 and is essentially an M6B with M8A suspension pieces and aerodynamics. Fastest of these at Mosport was the white one bought by Chaparral Cars as a backup for John Surtees while the newest Chaparral gets sorted. Nothing of automatic transmissions or wings here, this is a McLaren being run as a McLaren, although it does have a Chaparral engine. Another M12 is run by Lothar Motschenbacher, with a Motschenbacher Racing Enterprises aluminium Chevy, and a third by the young Canadian George Eaton with an

engine identical to the last year's M8A. All three of these M12s had just been received within the previous week and had hardly turned a wheel before Eaton, in fact, had never driven his until the morning of the race.

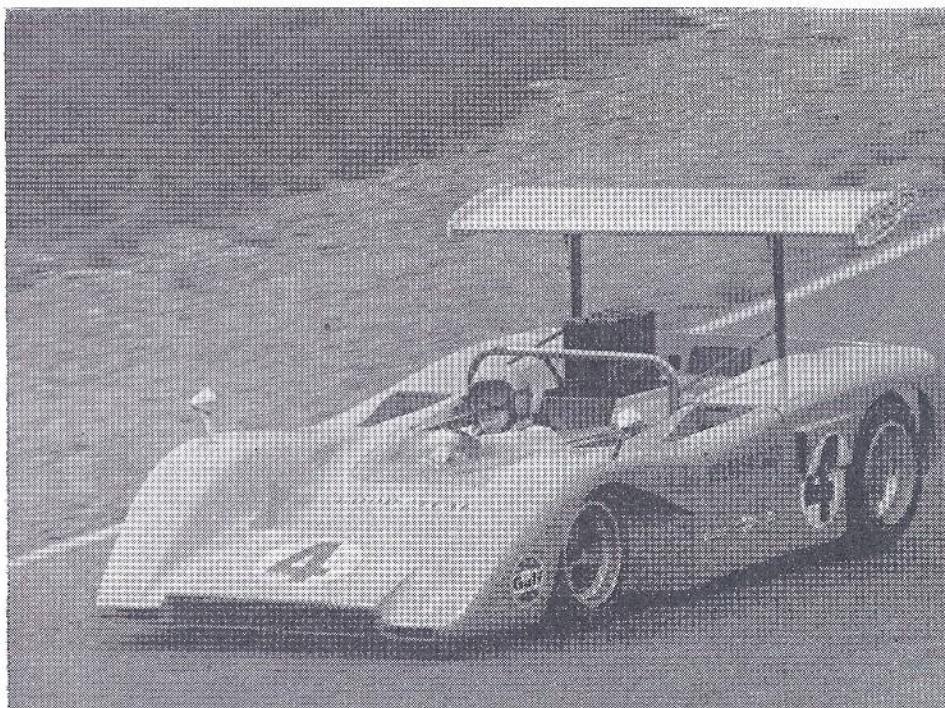
All American Racers, let down severely by FoMoCo's decision not to run the CanAm, put together the lightweight M6B "McLeagle" with a 5.5-litre Gurney-Eagle engine and added two wings, the front one chassis-mounted and the rear riding the suspension. After practising with them, it was found that the rubber bushings at the tops of the uprights were of too soft a compound, allowing metal-to-metal contact. Rather than risk losing a wing in the race, Phil Remington decided to remove them altogether, and the holes in the body were neatly covered over.

The sole current-generation Lola was the T162 entered by Haas for Chuck Parsons. It

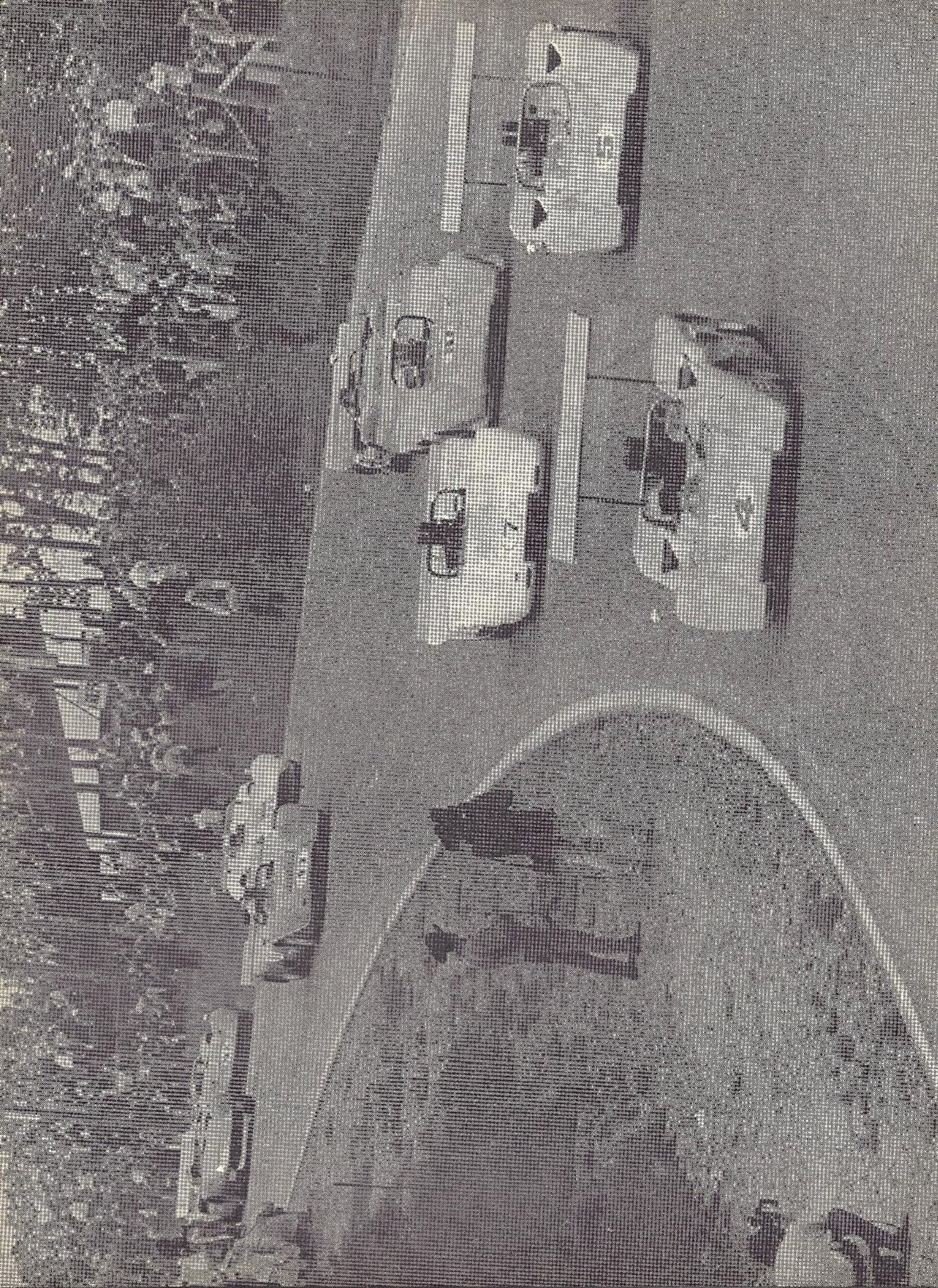
was very nicely prepared, and Parsons was pleased with it, particularly with the Chaparral engine which was giving him 40 more bhp than he'd ever had.

Peter Revson turned up with the Agapiou Bros to drive their entry of the Ford Kar Kraft built for the 1967 series on a Mk 4 Le Mans chassis. There are actually two such machines, and Mario Andretti has been testing one, although Ferrari and perhaps some others think they have him. Somehow the Agapiou brothers have some of the aluminium Ford engines that were withdrawn from the other Ford devotees at the end of last year, although they don't seem to be getting much good from their fortune. Andretti blew up a 7.7-litre version in testing at Indianapolis Raceway Park, and the regular 7-litre in Revson's at Mosport scarcely turned a lap, so there was really no point in starting the race.

One more non-starter of interest was the McKee with turbocharged Oldsmobile engine practised by Joe Leonard; it was taken home the day before the race. John Cannon has concluded an agreement with the owner of an M6B and an iron-block 7-litre Ford, but the combination was far from ready; as John gloomed, "The main trouble is there aren't ten days in the week," and he could not manage to get two laps together during the entire weekend.



Bruce McLaren was able to stage a very satisfying nose-to-tail one-two with his number 2 Denny Hulme in the first of the 11 1969 CanAm's.



RACE

RACE day threatened to be cold and wet. Once it did actually start to rain, causing everyone to scurry around sorting out their rain tyres, bubble shields, anti-mist sprays, etc, etc, and right up until race time the issue was in doubt. In the last minutes nearly everyone decided to gamble on dry weather but the Haas Lola team, so Parsons started on wet-pattern Goodyears. At the last minute Hulme's car was changed from one pattern of dry Goodyear to another of softer compound, and Surtees switched from an intermediate R125 Firestone to the softer of the two dry casings available. His M12 rear suspension had just been put back together with some washers welded onto the bracket which unites the lower rear radius rod to the suspension upright; a weaving that had developed in practice had been traced to the bolt hole in this bracket elongating, a weakness discovered in the other two M12s as well. Gurney's engine was giving some worry, for water was found in one of the cylinders, but there was no time left to lift the heads.

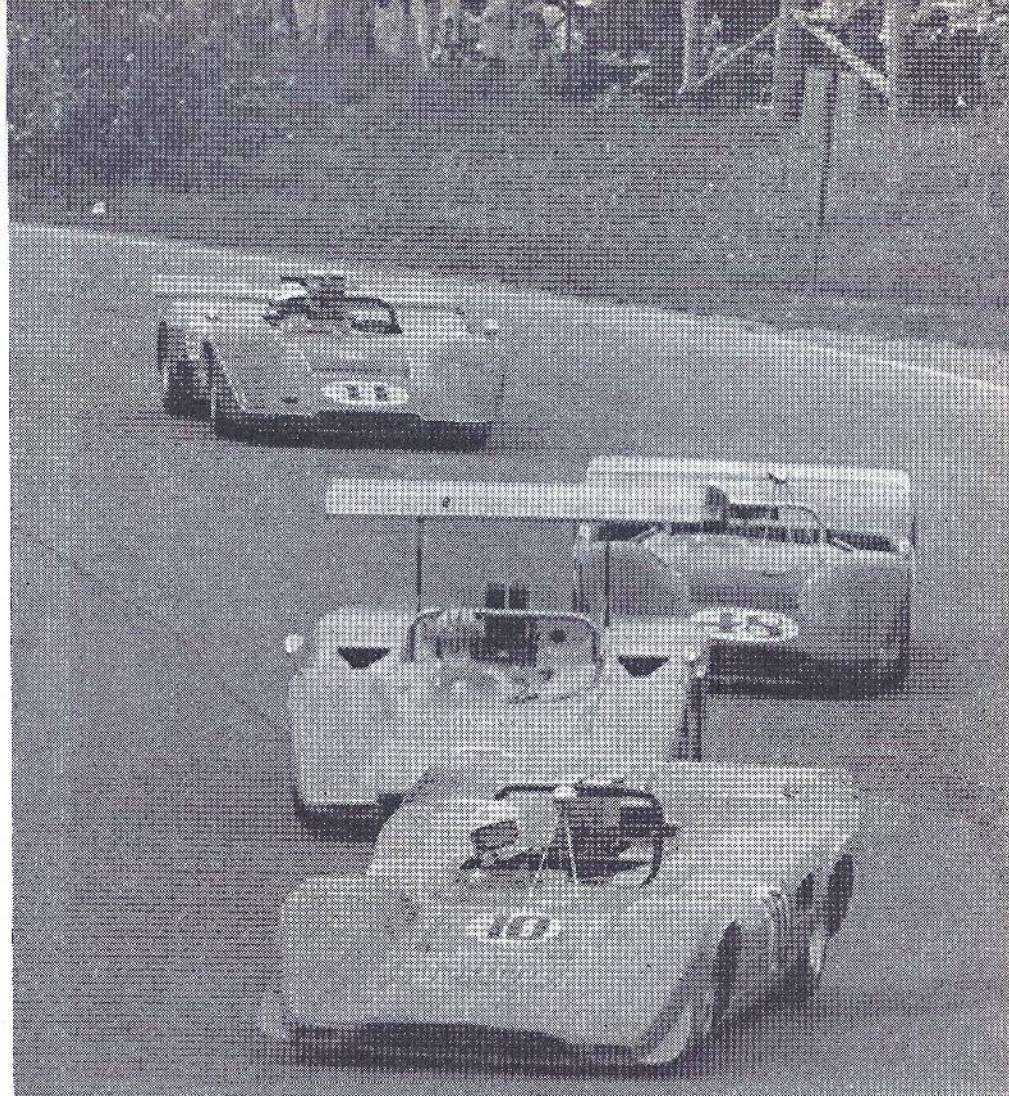
Grid positions

Hulme	McLaren	Mclaren
1 m 18.8 s		1 m 18.2 s
Parsons	Lola	Surtees
1 m 21 s		McLaren
Gurney	McLaren	Motschenbacher
1 m 23.9 s		McLaren
Couture	McLaren	Cordts
1 m 26 s		McLaren
Faustina	Lola	Kovalevski
1 m 31.8 s		McLaren
Nagel	Lola	Drolsom
1 m 32.5 s		Lola
Crawford	McLaren	Galloway
1 m 33.6 s		McLaren
Terrell	Lola	Dutton
1 m 37.4 s		Lola
Janke	McLaren	McCraig
1 m 41.9 s		McLaren
Brown	McLaren	Cannon
1 m 45.6 s		McLaren
Revson	Kraft-Ford	Eaton
non starter		McLaren
		no time
		Kahlick
		McLaren
		1 m 42.1 s

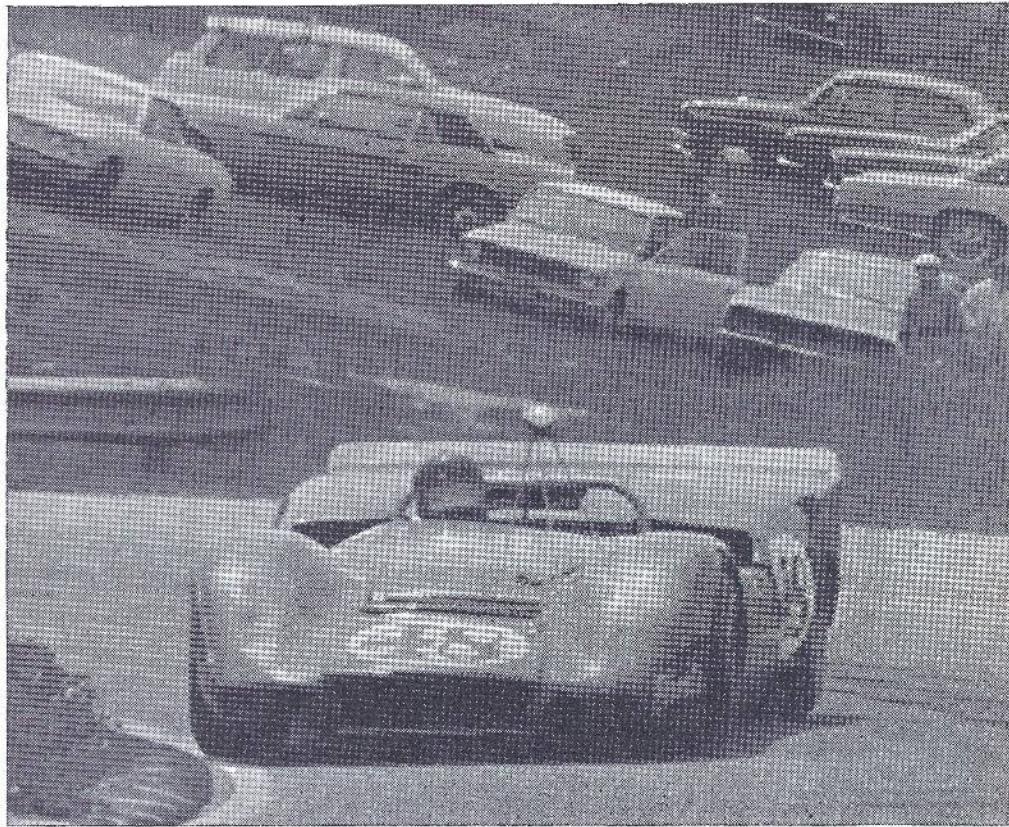
As a concession to the unsettled weather, the starter allowed two pace laps, and in that space of time the sky brightened noticeably. In a tremendous roar the brightly coloured cars poured into the long downhill first turn, McLaren darting ahead and Surtees and Parsons crowding Hulme. Seemingly in moments, they had swooped down to the far end of the circuit and back up the long rising return straight, around the tight 90 deg final turn and bellowed along the short pit straight, with McLaren leading from Surtees, Parsons, Hulme, Gurney and Motschenbacher, while Couture and Cordts were already pulling away from the rest in their elderly McLarens, and right at the back Cannon brought his newer one in to retire.

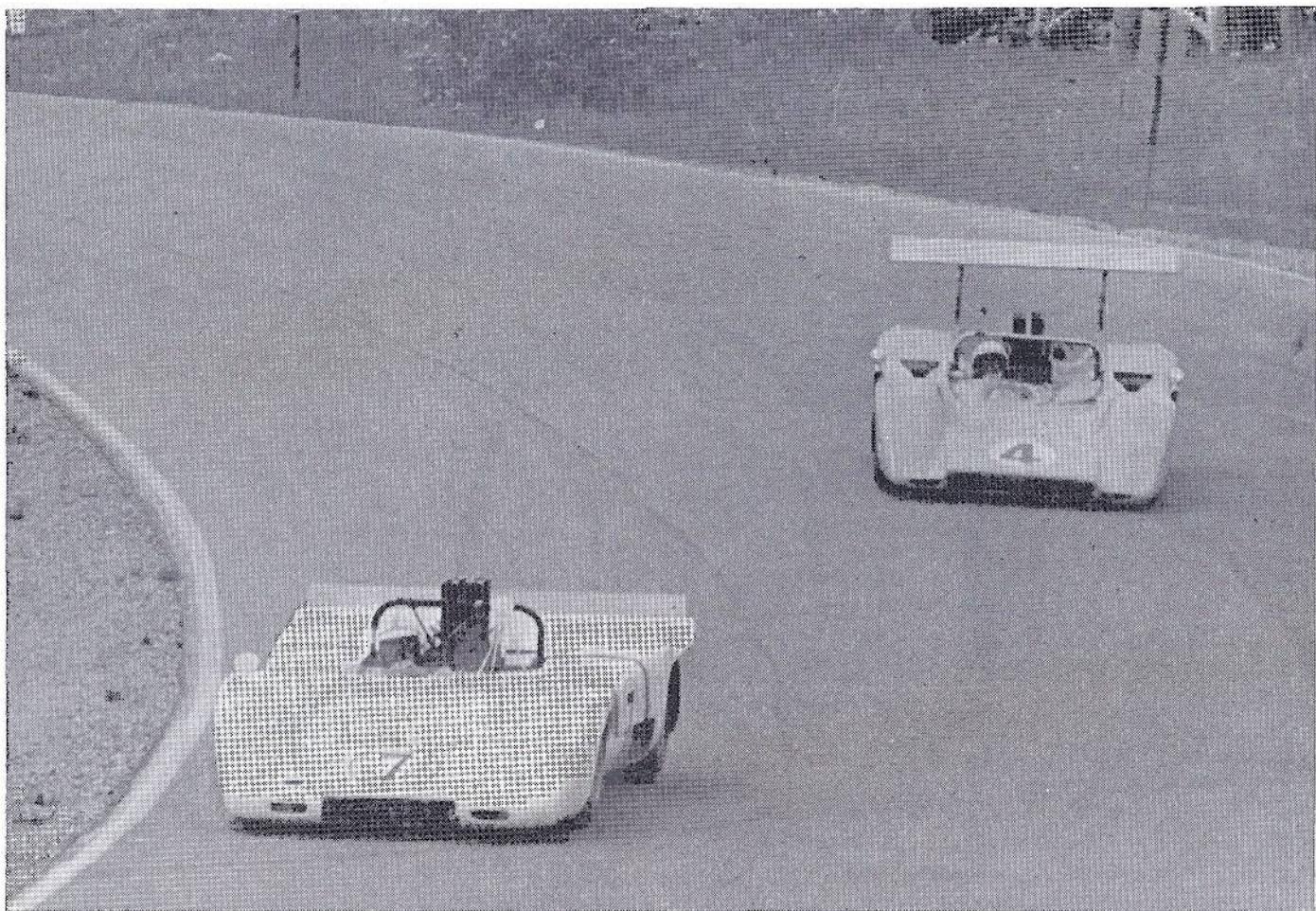
Lap 2 and Surtees was right up pressing McLaren and leaving a slight gap back to

Opposite: The first corner on the first lap, and the top five are already pulling away from the rest of the field. Poleman McLaren leads Hulme, Surtees, Parsons, Gurney and Motschenbacher.



Chuck Parsons' Lola T162, the only truly competitive non-McLaren in the race, leads Denny Hulme's winged works M8B, Gurney's M6B and Lothar Motschenbacher in a new M12, or updated M6B (above). Dan Gurney corrects a slide in the underpowered McLaren M6B which he kept up with the leaders until forced out with suspension trouble (below).





On lap 4 John Surtees took the white Chaparral-engined McLaren M12 into the lead past McLaren, but sadly his challenge to Kiwi CanAm control failed when the car began to overheat.

Hulme, just overtaking Parsons. Next lap Gurney also got by as Parsons began to go into great loose slides on his rain tyres. Eaton was forging up from the back in his powerful M12 and was already closing up on Cordts. At the end of lap 4 Surtees had the lead by inches, lost it next time, took it back again for lap 6. This was a really exciting show, and Hulme and Gurney were moving up to join in, with Motschenbacher in their mirrors. All the big-bodied sports cars were jumping and darting about, lifting their flat noses under acceleration, blowing up dust from the verges and shaking the air almost physically; it was precisely what CanAm racing is all about.

Parsons was driving as hard as he could, sliding the big orange Lola right up to the edges, but he fell back inexorably to begin a long battle with Cordts. Eaton was storming up enthusiastically but the new car was erratic on new dampers and twice he spun off; "Just plain bad driving!" he said cheerfully later. Visiting the pits twice to check for damage and to clear a fouled throttle linkage dropped him well back.

After eight or 10 laps Surtees saw his temperature gauges begin to rise. Inasmuch as the original plan had been to finish, and now that the durability of his suspension was suspect, he began to ease off, letting McLaren go. Gurney was forcing really hard and got by Hulme on lap 8 into third place. At the lap 14 mark he passed Surtees into second, but Bruce saw him coming and responded with a lap at 1 m 20.6 s, a new record. However, on lap 20, quarter-distance, he lapped Parsons with Gurney's little McLeagle right on his tail; then there was a short gap to Surtees, just staving off Hulme, while Motschenbacher hung on close behind in fifth.

Five laps later, Hulme took a breath and turned up the wick. He went by Surtees and suddenly was looming in Gurney's mirror. On

lap 27 he powered by, and his momentum carried him right up to McLaren and by into the lead on lap 30. For Gurney things were now twice as grim. Driving very hard indeed he was able to lap as fast as 1:21.1, forcing the underpowered machine by sheer willpower around the curves and using full throttle sooner and longer than seemed possible. The big winged orange cars ahead seemed to hang back to tantalise him, and now that Bruce was once again in the lead he refused to let gaps develop in traffic, easing whenever it happened to let Denny stay with him.

At half-distance they had all just lapped Motschenbacher as he slowed with clutch trouble and low oil pressure. Gurney was a consistent 2 secs behind Hulme, while Surtees was all alone some 30 secs further back. Next time around, Lothar called it quits before the engine was damaged, leaving fifth to Parsons and sixth to Cordts.

On lap 44 Bruce succumbed to temptation and lapped at 1:19.5, another record and the fastest lap of the race. For Gurney it was just about all over, for the bottom of the right rear upright casting was breaking up, and at 49 laps he retired the car after the stirring drive that, with Surtees', made the race. Now the Kiwis settled down to reel off demonstration laps, swapping positions with ease and playing with each other at 160 mph on the back straight.

After 1 hour 53 mins 27 secs, an average of 105.3 mph, Bruce and Denny staged a nose-to-tail finish. Surtees, still driving on his temperature gauges and being very gentle with torque application, came home a minute later. Parsons was due next, but on the very final lap his left rear tyre, which he had been feeling going soft for five laps, deflated completely at Moss hairpin, throwing him into the dirt there. He limped around slowly, trail-

ing clouds of rubber smoke, and could do nothing to prevent Cordts' strongly driven McLaren from overtaking him.

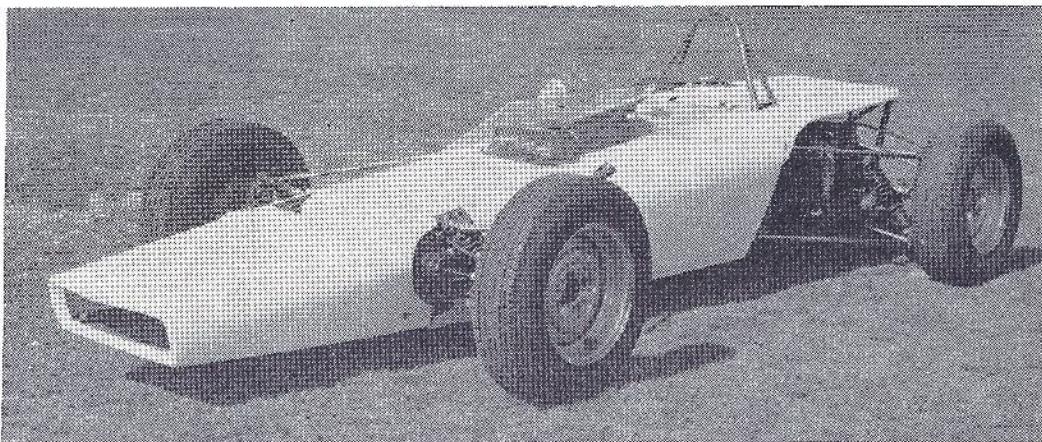
In two weeks time the Labatt brewery sponsors their second CanAm at the lovely St Jovite circuit in Quebec. There is just a chance, says Surtees, that a new Chaparral will be ready, and Bill Gavin, who claims to be managing Chris Amon's CanAm effort, says that one Ferrari is ready. In any case, those who just had no time to be prepared for the first round will be burning the midnight oil. It may be true that the works McLarens are on a plateau above all the rest, but plenty of people still have the spirit to see.

Labatt's Blue Trophy
Mosport Park, June 1
CanAm Series round 1
80 laps, 197 miles

1. Bruce McLaren (McLaren-Chevrolet M6B), 1 h 51 m 27.3 s, 105.901 mph;
 2. Denny Hulme (McLaren-Chevrolet M6B), 1 h 51 m 28.2 s;
 3. John Surtees (McLaren-Chevrolet M12), 1 h 52 m 23 s;
 4. John Cordts (McLaren-Chevrolet M1C), 76 laps;
 5. Chuck Parsons (Lola-Chevrolet T162), 76;
 6. Jacques Couture (McLaren-Chevrolet M1C), 73;
 7. Oscar Koveleski (McLaren-Chevrolet M6B), 73;
 8. Rich Galloway (McLaren-Chevrolet M6B), 72;
 9. George Eaton (McLaren-Chevrolet M1B), 72;
 10. Leonard Janke (McLaren-Chevrolet M1C), 68;
 11. Tom Dutton (Lola-Chevrolet T70 Mk 3), 67.
- Retirements:** George Drolson (Lola-Chevrolet T70 Mk 3), 59; Dan Gurney (McLaren-Ford M6B), 49; Richard Brown (McLaren-Chevrolet M6B), 43; Lothar Motschenbacher (McLaren-Ford M12), 41; Len Faustine (Lola-Chevrolet T70 Mk 2), 41; Tom Terrell (Lola-Chevrolet T70 Mk 3), 26; Jerry Crawford (McLaren-Chevrolet Mxx), 11; Frank Kahlisch (McLaren-Chevrolet M1C), 5; Bob Nagel (Lola-Chevrolet T70 Mk 3), 3; John Cannon (McLaren-Chevrolet M6B).

Fastest lap: McLaren, 1 m 19.5 s, 111.25 mph (record).

DAVID LAZENBY & COMPANY LIMITED



Announce for June delivery

THE NEW "HAWKE DL2" FORMULA FORD

Attractive and competitive, with a functional wedge-shaped body designed about a chassis which combines strength and safety as its principal features.

Specification includes: Six colours of fibreglass panels featuring a removable nose cone. Rose-jointed and chromed suspension parts, adjustable dampers and roll bars, Hewland gearbox.

Price ex-Works: £1,000 less engine: £1,285 complete with full race, dry sumped 1600 c.c. engine.

DRY SUMP OIL PUMPS

Since the introduction of these revolutionary new and compact oil pumps for Ford engines last month, production has been increased so that we are again in a position to quote delivery dates.

Price, inclusive of fittings and unions
£35

Trade enquiries welcome.

ENGINE TESTING

We now have a "Heenan & Froude" dynamometer installed which is ideally suitable for Formula Ford engines, though we can accommodate a maximum of 270 b.h.p. This unit has been installed at great cost to provide first-class testing facilities and ease of operation.

FIBREGLASS

Our own fibreglass section is now in operation and we would be pleased to undertake work to customer's specification.

CLOSE RATIO GEARS

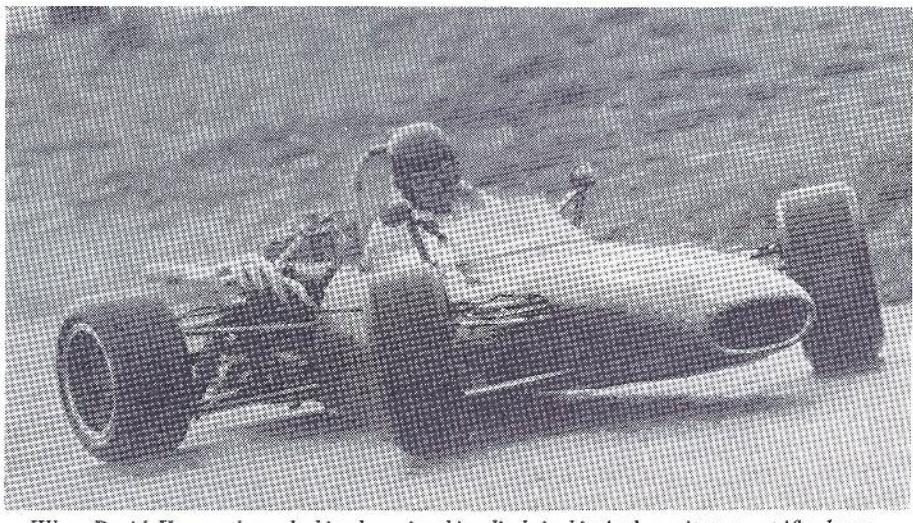
We have in stock a selection of gears for Racing, Road and Rally use for Renault k8 and R16 gearboxes.

For full details, write to:

DAVID LAZENBY & COMPANY LIMITED

c/o 146 High Street, Waltham Cross, Herts

or telephone: Waltham Cross 23808, 31468



When David Hepworth made his championship climb in his 4wd car it was a trifle damp, but he still got under 30 secs to take another 10 pts.

Records fall at Barbon

By CHRIS MASON

LAST Saturday, the Westmorland MC's round in the Shell/RAC Hillclimb Championship at Barbon Manor was held in very mixed weather conditions, which curtailed the championship runs. David Hepworth in the 4wd Hepworth-Traco, despite complaining bitterly of the rough state of the course, was convincingly fastest in wet and dry conditions, smashing Peter Westbury's five-year-old course record in the 4wd Ferguson of 27.174 s with a time of 26.78.

Practice in the morning was held in the wet, but by the time the first runs commenced the sun was shining and the course virtually dry. The very first run of the meeting, in the special series touring class, almost produced a class record when Nick Porter in his 1328 cc Cooper S was only 0.01 sec outside his own time of 32.08. He bettered this on his second run with a record 31.77, and was well clear of John Busfield (Cooper S, 34.02) and David Smith (Escort 1600 GT, 35.05). The Marque Y class up to 2200 cc (the larger class being amalgamated with the special GTs) produced an Elan Plus 2 sandwich, Anthony Crowther's example (33.48) narrowly defeating the 1.3 Flying Wheel Sprite of Fred Whitaker on both runs (33.76), with Julie Warburton's Lotus third (37.15).

The special saloons and GTs were divided at 1300 cc and the small class went, along with the class record, to the shrieking TJ-injected blown MiniSprint of Jeff Goodliff (30.58) from a very game Rodney Briggs, the previous record holder, in his more orthodox Cooper S, who managed 31.08, also under the record. Another class record went when Jack Maurice in the howling ex-Fry/Skailes LM Ferrari climbed in 30.71, convincingly defeating Mike Wright's familiar E-type (31.66) and Spotty Smith in the viciously snaking Tuscan (31.79).

Maggie Blankstone, driving exceptionally neatly in her Ginetta G12 t/c, had a very popular win, and set another record, in the hard-fought small sports-racing class. Her 30.69 finally prevailed over Gerry Tyack (Ginetta G16A, 31.19) and Bob Prest (Lotus-Holbay 7, 31.83). The larger divisions should have been a needle-match between Phil Scragg and David Good, but gear-selection troubles made the Chevron B8 a non-starter and Scragg ran with the large single-seaters. The vintage and PVT classes, divided at 1500 cc, gave wins to Derek Edwards' evergreen Aston Martin Ulster (40.53) and the 2-litre model of the same

marque driven by Geoff Bishop (36.45). Edwards only narrowly defeated Roger Newton's Meadows-engined HRG (40.91), which unfortunately had a moment at the hairpin on its second run.

Since there were no 1100 cc racing cars completing, the 1600 cars came next. On the first runs Chris Court in his ex-Griffiths Brabham BT21A t/c set a new class record of 28.40, but Sir Nick Williamson in his BT21C improved to 28.11 on his very neat second run, whereas Court was slower. Both were well ahead of Tom Clapham in his Chevron-Veganette B9 t/c (31.01), last year's Sports Motors spare F3 chassis.

Roy Lane in the TechCraft (27.20) and Jimmy Johnstone in Lane's old Brabham BT14 (28.11) renewed their conflict in the big class, but were split by Phil Scragg in the Lola T70L (27.82), who was going even faster on his second run until he went straight on at the hairpin, damaging his steering on the wall, and thus putting him out of the championships runs—a pity, for Scragg was third at Barbon in 1967 and 1968. Mike MacDowell in the BT30X-Climax (28.46), which has been partially cured of its plug troubles by fitting softer plugs, was next but Clive Oakley was not far away in the Cooper-Daimler T87 (28.60).

Both Hepworth and John Cussins in the

BRM broke the course record and earned Barbon Gold Stars in the 4wd class with times of 26.78 and 26.97 respectively, with Peter Blankstone in the Chas/Beattie-built Brabham Oldsmobile BT21 taking the class award with a calm 28.45.

After Guy Smith had won the poorly-supported historic racing car class in his Frazer-Nash-Alvis, the stage was set for some really blistering times in the championship runs. However, just before Bob Jennings, tenth qualifier in the BT30X, came to the line the heavens opened and times went up by over 5 secs in most cases. Jennings managed 35.94, followed by Oakley who, despite going wide at the hairpin, recorded 34.11. After MacDowell (33.3) came a cautious Blankstone, benefiting from 4wd (32.37), while Court dropped right down to ninth (34.74). Williamson, weaving as he crossed the finish line, did an inspired 32.37 which put him up with the 4wd brigade and equal to Blankstone. Lane defeated Johnstone again, with 32.71 against 33.11, and then came Cussins. But his well-controlled 31.47 was not good enough, for Hepworth, in a slightly hairy but immensely swift run, recorded 29.33, a phenomenal performance in the conditions which put everyone in the shade.

It rained even harder before Jennings motor-boated up in 44.47, and with streams of water on the hill at an impromptu drivers' meeting it was decided to settle the championship points on only one run, and thus the meeting dripped to an untimely end.

BT30X: 1, D. Hepworth (4.5 Hepworth-Oldsmobile FF 4wd V8), 26.78 (outright hill record); 2, J. R. Cussins (2.1 BRM T67 FF 4wd V8), 26.97 s; 3, R. T. Lane (3.5 TechCraft-Buick V8), 27.20 s; 4, E. P. Scragg (4.7 Lola-Ford T70L V8), 27.82 s.

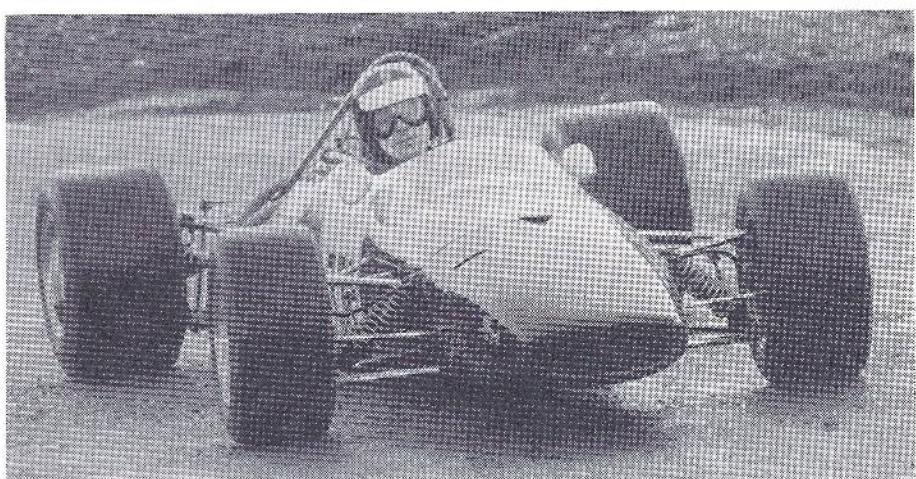
Class winners: N. Porter (1.3 Mini-Cooper S), 31.77 s (record); A. E. Crowther (1.6 Lotus Elan Plus 2), 33.48 s; J. W. Goodliff (1.3 MiniSprint GT s/c), 30.58 s (record); J. Maurice (3.3 Ferrari 275 LM), 30.71 s (record); Mrs M. A. Blankstone (1.6 Ginetta-Ford G12 t/c), 30.69 s (record); D. Edwards (1.5 Aston Martin), 40.53 s; G. C. Bishop (2.0 Aston Martin), 36.45 s; Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 28.11 s (record); J. Johnstone (3.5 Brabham-Buick BT14 V8), 28.11 s; P. A. Blankstone (4.5 Brabham-Oldsmobile BT21 4wd V8), 28.45 s; G. Smith (3.5 Frazer-Nash-Alvis), 34.12 s.

Shell/RAC Hillclimb Championship, round 4
1, Hepworth, 29.33 s; 2, Cussins, 31.47 s; 3, Williamson, 32.37 s; 4, Blankstone, 32.87 s; 5, Lane, 32.71 s; 6, Johnstone, 33.11 s; 7, M. G. H. MacDowell (2.0 Brabham-Climax BT 30X V8), 33.32 s; 8, C. C. Oakley (2.5 Cooper-Daimler T87 V8), 34.11 s; 9, C. B. Court (1.6 Brabham-Ford BT21A t/c), 34.74 s; 10, R. D. Jennings (2.0 Brabham-Climax BT30X V8), 35.94 s.

NB: Williamson's and Blankstone's placings were decided by the toss of a coin since no second run could settle the tie.

Current championship positions

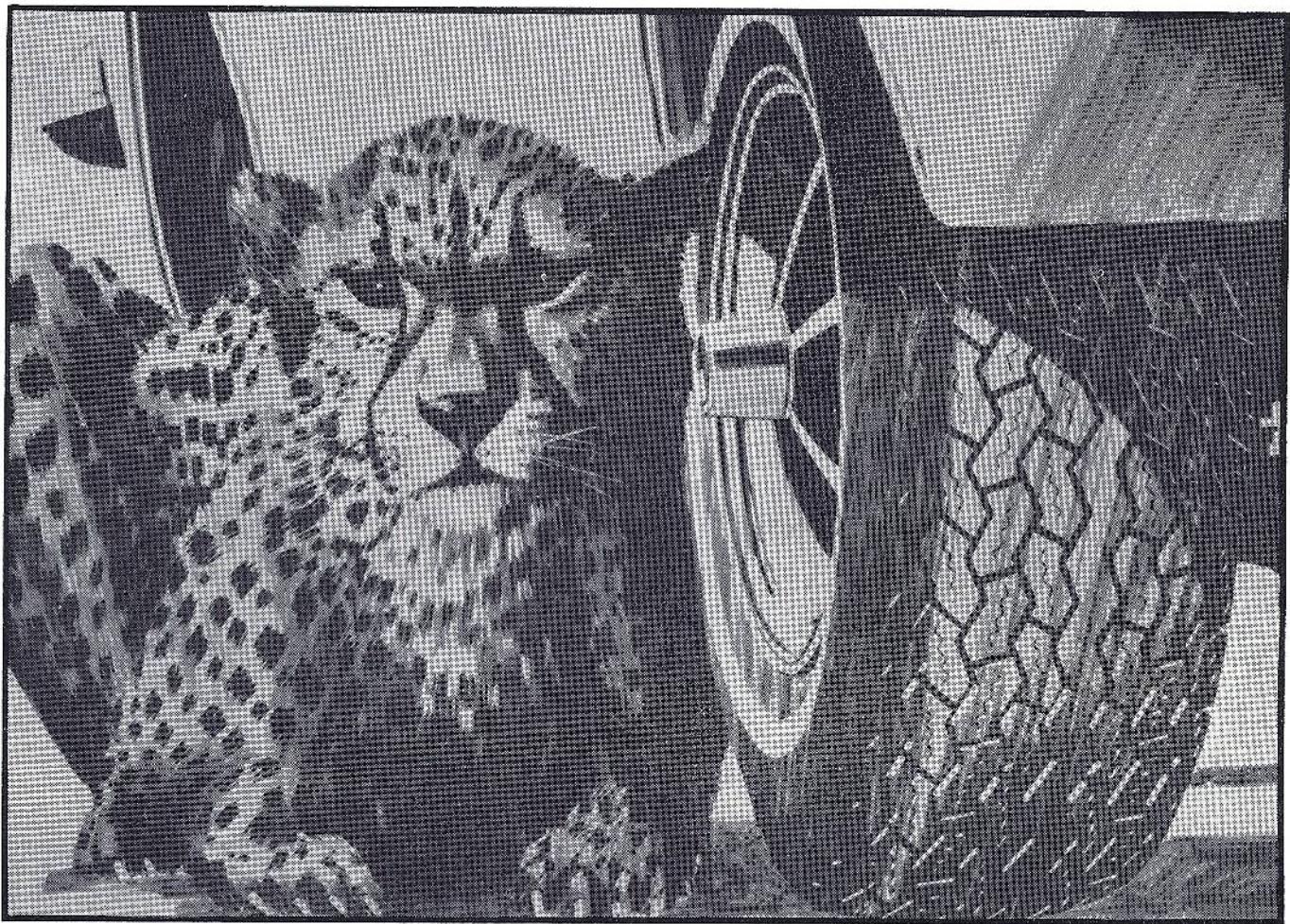
1, Hepworth, 39 pts; 2, Williamson, 31; 3, Lane and Cussins, 28; 5, Johnstone, 25; 6, MacDowell, 13; 7, P. Blankstone, 8; 8, Good and Court, 7; 10, Scragg, 6.



Mike MacDowell in the Climax FWMP-powered Brabham BT30X finished ahead of Oakley, Court and codriver Jennings in seventh spot.



Raw speed, brute strength... and perfect response at more than a mile a minute.

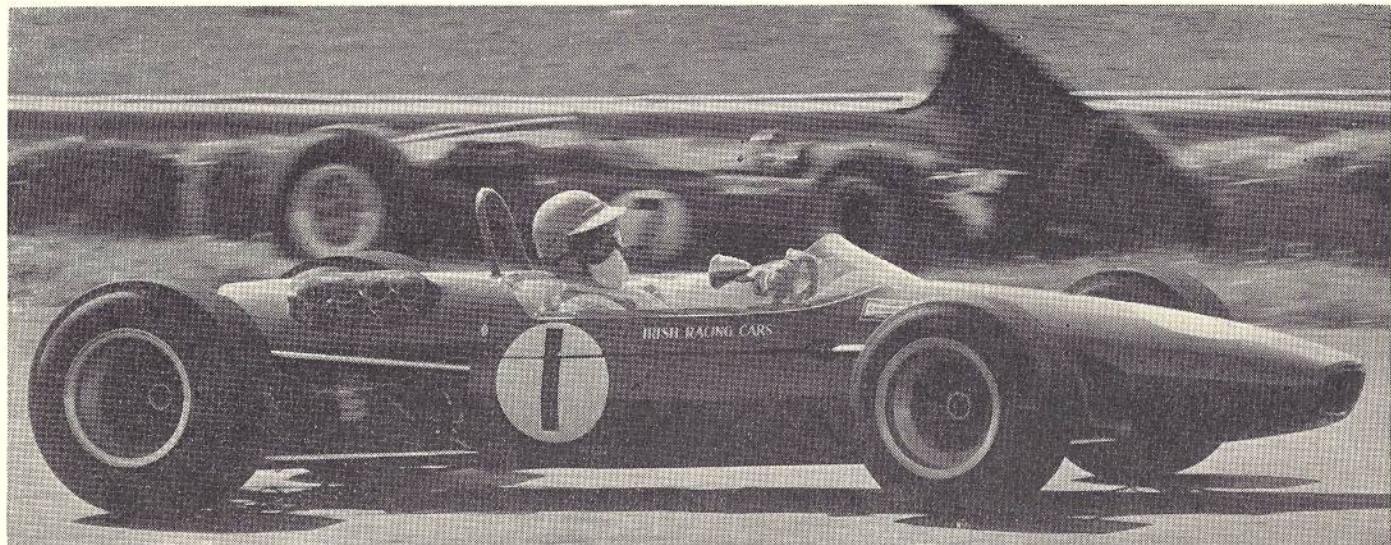


That's the G-800, Goodyear's radial tyre that gives you... TOTAL DRIVING CONTROL: Goodyear's exclusive block tread grips the road safely, holds steady and sure in slippery going. TOTAL TYRE TOUGHNESS: Thanks to Goodyear's exclusive Tracsyn Rubber and 3-T cord construction.

TOTAL TYRE LIFE: Over double the mileage you get from our best-selling conventional tyre. TOTAL TYRE PERFORMANCE: Raw speed, brute strength, cat-like response—proved in millions of driving miles over wet roads and dry. Get the G-800 at your Goodyear dealer, now.

G800
SAFETY RADIALS

GOOD **YEAR**



Tommy Reid, who equalled John Pollock's lap record in Mick Mooney's Brabham-FVA BT23, comes out of the hairpin past Damien Magee's abandoned Cooper t/c, which hit the crash barrier.

Disappointing Kirkistown

By BEATTY CRAWFORD

THE 500 MRCI received their biggest entry of the season for their third meeting at Kirkistown last Saturday, and were blessed with one of the sunniest days of the year. This should have added up to an afternoon's exciting racing, but somehow these expectations were not fulfilled, mainly due to non-starters and retirements.

As usual the proceedings started with combined scratch races for club specials and clubmen's cars. After the suspension broke on Hammy Bleming's HBR at Colonial on the first lap, only seven cars contested the race, and Wilson Nicholl's Lotus 18-based Impala Special quickly took control of the specials class and was an easy winner from David Dempster's Kieft Impala. However, there was a good battle between Michael Martin's 1.6 U2 and Richard Young's 1.5 U2; Martin took the lead initially, but on lap 7 Young nipped past going into the hairpin, only to be relegated again before Colonial. By this time Nelson Todd (1.5 U2) had retired. Young tried in vain to catch Martin in the remaining three laps, but failed by 1.6 secs.

The first saloon race was much more exciting. The 900 cc class, consisting solely of Imps, started 1 min ahead of the others, and this was a race of surprises as two relative newcomers, Jackie Patterson and David McGranahan, scored convincing wins. In the Imp class Paddy Speers took the lead from the second row of the grid with a beautifully judged start and was never headed, although Robert Franey hung on well to finish 6 secs behind in second spot. Jimmy Fitzsimmons gave a display of three-wheeling but couldn't get in contact with the leaders. Andrew Kane and Eddie Bleming were expected to dominate the 1000 cc class, but McGranahan, driving the ex-Joe Greenan Janspeed Mini, showed them both a clean pair of heels after taking the lead on lap 2. David Lindsay's Anglia held second spot until retiring on the seventh lap, leaving the place to Kane. Jackie Patterson (1.3 Cooper S) drove a splendid race to win the race and his class by 11 secs from Jim McClements (1.3 Riley Elf). Alec Poole held second place for the first couple of laps with his eight-ported, fuel-injected 1.3 Cooper, but stopped to change plugs on lap 3. Despite receiving a nudge at Colonial on the first lap which severely modified the front wing of his Wolseley Hornet, Eddie Regan soldiered on and took third place 9 secs

behind McClements. Larry Mulligan (1.6 Ford Anglia) was the only starter in the over 1300 cc category but drove a good race to finish second overall.

A good field contested the Formula Ford race, but again there was a surprise as John Smith ran away from everyone in his home-built car and won by 7 secs from Patsy McGarrity's Merlyn. McGarrity was on pole, but Smith was leading by the end of the first lap and held it to the finish. McGarrity annexed second place and Jackie Davidson, now fully recovered from his nasty Bishopscourt prang, held a safe third in his Crosslé. The only excitement was provided by the dice for the lower placings. Dave Furlong, who hadn't practised due to trailer failure on the way to the circuit, started from the back of the grid but quickly moved up into fourth place, but he spun his chances away at the hairpin on the eighth lap. Crawford Harkness, also in a Lotus 61, retired on the second lap.

The prod sports race was sponsored by Leslie Porter Ltd, of whom Archie Phillips, the present "King" of Irish sports car racing in Ireland, is managing director. Phillips himself didn't qualify for the main award, although he competed to gain points for the yearly championship. Into the lead went Harold McGarrity and Phillips himself, both in MG Midgets, with Derek McMahon leading the over 1500 cc class in his MGB and filling sixth place. Phillips not only provided the lolly for the race but most of the excitement, for he and McGarrity passed and repassed for the first half of the 15-lap race. However, Phillips then became tired of the game and pulled ahead to win by a comfortable 7 secs from McGarrity.

Jim McClements (MG) gained third place, but only after a long battle with Eric Scott's Midget. Scott tried a little too hard at the hairpin and spun, but continued without losing a place. Harold Hagan (MG Midget), McMahon and Norman Conn (MGB) had a good dice for fifth position, although McMahon's car sounded very sick.

A new lap record was expected in the racing car race, and Tommy Reid did manage to equal John Pollock's time of 57.8 secs. John Pollock's Team Ireland Lotus-FVA 48 took the lead, followed closely by Tommy Reid in Mick Mooney's Brabham-FVA BT23. John Watson held third spot close behind in his

twin-cam Lola, and he was hounded by Brian Nelson's Lola. Pollock's car began to emit a smoke screen and came in; the trouble was found to be a faulty oil filter O-ring, and no serious damage had been caused. Reid now had the lead, and the battle for second place between Nelson and Watson was resolved on lap 9 when Watson spun at Colonial. Damien Magee modified the front of Luke Duffy's Cooper when he crashed headlong into the infamous crash barrier at the hairpin.

Three handicaps races finished the day's racing. In the first scratchman John Burke caught everyone in his long-toothed 5½-litre LB special; second was Owen North in the ex-Archie Phillips MGB, ahead of C. J. Ward in a TR3.

Jim Graham (Anglia) made good use of his 30 secs' advantage to win the second handicap from Brian Edgar's FF Lotus, with David Lindsay in third place in his 1100 Ford Anglia.

The final handicap saw all the fast men in action again. John Pollock's O-ring had been repaired and he was on scratch, while Tommy Reid elected to drive Mick Mooney's FVA car rather than his own twin-cam Brabham and was also on scratch. However, despite beating Reid by 5.6 secs and equaling his own and Reid's lap record, Pollock could only finish fourth behind Michael Mooney, the limit man in his FF Lotus, Ken Fildes in Luke Duffy's Lotus t/c and Brian Nelson's Lola.

Clubmen's cars and club specials (10 laps): 1, R. M. Martin (1.6 U2-Ford), 11 m 57.6 s, 76.58 mph; 2, R. St J. Young (1.5 U2-Ford); 3, J. W. Nicholl (Lotus Impala). **Class winners:** Martin and Nicholl.

Saloons up to 900 cc, 901 to 1100 cc, 1101 to 1300 cc and over 1300 cc (10 laps): 1, J. Patterson (1.3 Mini-Cooper S), 12 m 56.4 s, 76.79 mph; 2, L. Mulligan (1.6 Ford Anglia); 3, J. McClements (1.3 Mini-Cooper S). **Fastest lap:** Patterson and A. K. Poole (1.3 Mini-Cooper S), 1 m 10.4 s, 78.1 mph. **Class winners:** P. Speers (875 Hillman Imp), D. A. McGranahan (1.1 Mini-Cooper S), Patterson and Mulligan.

Formula Ford (10 laps): 1, J. Smith (Smithford), 11 m 3.6 s, 79.45 mph; 2, P. McGarrity (Merlyn); 3, J. Davidson (Crosslé).

Prod sports cars up to and over 1500 cc (15 laps): 1, J. A. Phillips (1.4 MG Midget), 17 m 41.4 s, 77.77 mph; 2, H. McGarrity (1.3 MG Midget); 3, J. McClements (1.3 MG Midget). **Class winners:** Phillips and D. McMahon (1.8 MGB).

Racing cars up to 1600 cc (20 laps): 1, T. D. Reid (Brabham-FVA BT23C), 20 m 2.8 s, 91.49 mph; 2, B. Nelson (Lola-Ford T60 t/c); 3, J. Watson (1.6 Lola-Ford T100 t/c). **Fastest lap:** Reid, 57.8 s (equals course record).

Handicap (10 laps): 1, J. A. Burke (5.2 LB Special), 13 m 40 s, 73.31 mph; 2, A. O. North (1.8 MGB); 3, C. J. Ward (2.1 Triumph TR3).

Handicap (10 laps): 1, J. Graham (Ford Anglia), 12 m 17.6 s, 75.63 mph; 2, B. S. Edgar (FF Lotus); 3, D. C. Lindsay (1.1 Ford Anglia).

Handicap (10 laps): 1, M. Mooney (FF Lotus), 10 m 41.4 s, 78.32 mph; 2, K. Fildes (1.6 Lotus); 3, B. Nelson (Lola-Ford T60 t/c). **Fastest lap:** J. Pollock (Lotus-FVA 48), 57.8 s (equals course record).



John Quick is still ruling the E-type roost, and scored another win in WOO 11 at Silverstone.

BARC's NT Silverstone

By ROBERT FEARNALL

WITH seven well-supported races, four new lap records, fine sunny weather and a large crowd, the North Thames Centre of the BARC must have been very pleased with their first-ever race meeting last Sunday at Silverstone. Sadly, however, a shunt at the start of the FF race put Rod Stevens, having his first race with the AUTOSPORT Win-a-Lotus Competition Lotus 61, into hospital with a broken jaw and other facial and head injuries.

The 1150 prod sports cars were mixed with the 2- to 3-litre machines for the first Fred W. Dixon race. Poleman John Chatham took an early lead, his big Healey comfortably ahead of a demon 1150 duel between Alan Woode's Midget, David Porter's Felday-prepared Ginetta-Ford MAE G4 and John Britten's Midget, which now boasts a rear anti-roll bar after Thruxton's wheel-waving antics. Chatham disappointedly brought the Healey in to retire after seven laps with an overheating engine after the block tap had failed, and now the three 1150s were dicing for the lead, with Porter usually in front down the straight and Woode outbraking the Ginetta into Woodcote. J. B. also decided to try to pass Porter, but with no clutch his task was even more difficult, and a missed gear dropped him to third, while the Ginetta blew its rocker cover gasket and spewed its oil all over Woode's screen; but the incredible Woode outbraked Porter into Woodcote for the last time, only to run wide and give Porter his well-deserved win. Britten's Midget finished a mere 0.6 sec behind Woode, while Richard Sutherland's Sprite held off Ron Collings' class-winning Healey for fourth. George Gould's Ginetta G4 and David Pratley's Sprite came to grief in a collision at Copse on the second lap, but both escaped injury.

The first of the two FF races started with Roy Adlam's Viro coming into contact with Rod Stevens' Lotus 61, both cars hitting the barrier just before the bridge. With white flags out, a rather subdued motor race continued with five cars challenging for the lead: John Stevens' Royale in front of Rod Pickering's BeeGee, John Bisignano's Titan Mk 6,

Ricardo Achcar's SMART Merlyn Mk 11A and Liane Engeman's Pringett Mistral. The Titan spun at Becketts on the second lap, followed two laps later by Achcar who then retired with a mysterious misfire, and when Miss Engemann retired with locked brakes, Stevens was left with an undisputed victory from Bisignano, who made an excellent recovery through the field to snatch second place from Pickering on the last lap.

With no opposition from Alistair Cowin, the GT race was a Willie Green benefit for again the Chevron-BRM B5 (which is for sale) never faltered throughout the ten laps. Twenty secs behind Green came Ian Skales' Chevron-BMW B8, despite fading brakes; after Jim Beach retired the ex-Bonnier Lola T70 Mk 3 with no clutch, Alan Fowler's Mercury-Ford G6 and David Purley's Chevron-Ford B8 took up the third place dice, but Purley spun into the ditch at Woodcote on the last lap. The 1600 class was therefore left to Richard Neal, having his first race with a brand-new Chevron-Ford B8 fitted with an ex-Ken Tyrrell FVA engine, while after recovering from a spin at Woodcote Martin Warren lost the 1150 class when the Lotus 23 developed a misfire on the last lap, leaving the class to Peter Beaver's 23. Another car for sale was John Woolfe's unique Chevron-Repco B12 which, apart from acting as a wedding car earlier this year, has not been seen since last year's Le Mans. However, the Type 740 Repco engine was suffering from cobwebs in the metering unit, and Woolfe spluttered home sixth behind Ted Bunce's Lotus 47.

Three U2s formed the front row for the clubmen's race, with Keith Williams' ex-Beavis Mk 4/6 on pole, flanked by Hugh Chamberlain's Mk 6B and Jeremy Lord's Mk 8. The other front row occupier, Charles Blyth, elected to start from the back after his Lotus 7's clutch failed in practice. Silverstone expert Williams made the running, harassed by Lord, whose U2 was continually plagued with brake problems, while Blyth came through the field at a phenomenal rate to take Chamberlain for third. Lord slipped back from Williams on the last lap, with Blyth and

Chamberlain also well spaced out, ahead of Mark Sharples' Lotus 7 and Rob Grant's ex-Jack Murrell, DRW 7C.

The 10-lap saloon race that followed was tame in comparison with last week's Thruxton thriller, for it provided a runaway win for Martin Birrane's well-driven 7-litre (31 cwt) Ford Fairlane, finishing 10 secs ahead of Richard Longman's class-winning Downton Cooper S. Longman was even further ahead of the first dice between the two Minis of Peter Hawthorne and Mike Evans, but the Speedsport car of Hawthorne always had the upper hand and had 0.2 sec to spare at the flag. Hillclimber John Francis brought his Cooper S into fifth after Ian McDougall's Mini retired with overheating problems.

John Stevens reappeared for the second FF race and again the immaculate Royale was uncatchable. Behind there was a furious scrap for second place between Paul Weldon's Merlyn 11A, Colin Vandervell's Lotus 61 and Charles Carling's Crosslé 16F, but the Merlyn had its nose put out of joint on the fourth lap and was subsequently black-flagged, leaving Vandervell with a narrow advantage over Carling. Martin Denley's Alexis Mk 15 and Geddes Yeates' Merlyn 11A enjoyed a similarly close scrap for fourth, finally finishing in that order.

For once John Quick did not occupy pole position in the 1151 to 2-litre and over 3-litre prod sports race; instead Warren Pearce was in pole with Quick, John Filbee and Anthony Archer making it an all-E-type front row. Quick made his usual demon start and seemed all set for his customary easy win, but for a change Pearce gave Quick no peace, actually leading at Becketts on the eighth lap, but the unflappable Quick just managed to keep ahead at the flag. Filbee finished a lonely third ahead of Archer, who held off the class-winning Marcos-Volvo 1800 of a determined Chris Boulter. Chris Marshall's Gold Seal Spitfire could not hope to match the power of the Marcos but finished a comfortable sixth and second in class, when Gerry Bagshaw's ex-Willment Cobra dropped from fourth to seventh with a very sick motor.

Fred W. Dixon Prod Sports Championship round, up to 1150 cc and 2001 to 3000 cc (10 laps):
1, D. Porter (1.0 Ginetta-Ford G4), 11 m 39.2 s, 82.79 mph; 2, A. Woode (1.1 MG Midget); 3, J. Britten (1.1 MG Midget); 4, R. Sutherland (1.1 Austin-Healey Sprite). **Fastest lap:** Woode and J. Chatham (3.0 Austin-Healey 3000), 1 m 8.2 s, 84.88 mph (**1500 cc record**). **Class winners:** Porter and J. Collings (3.0 Austin-Healey 3000).

Formula Ford (10 laps): 1, J. Stevens (Royale-Racing Prep), 11 m 26.4 s, 84.34 mph; 2, J. Bisignano (Titan-Lucas Mk 6); 3, R. Pickering (BeeGee-Holbay). **Fastest lap:** Bisignano, 1 m 6.8 s, 88.86 mph.

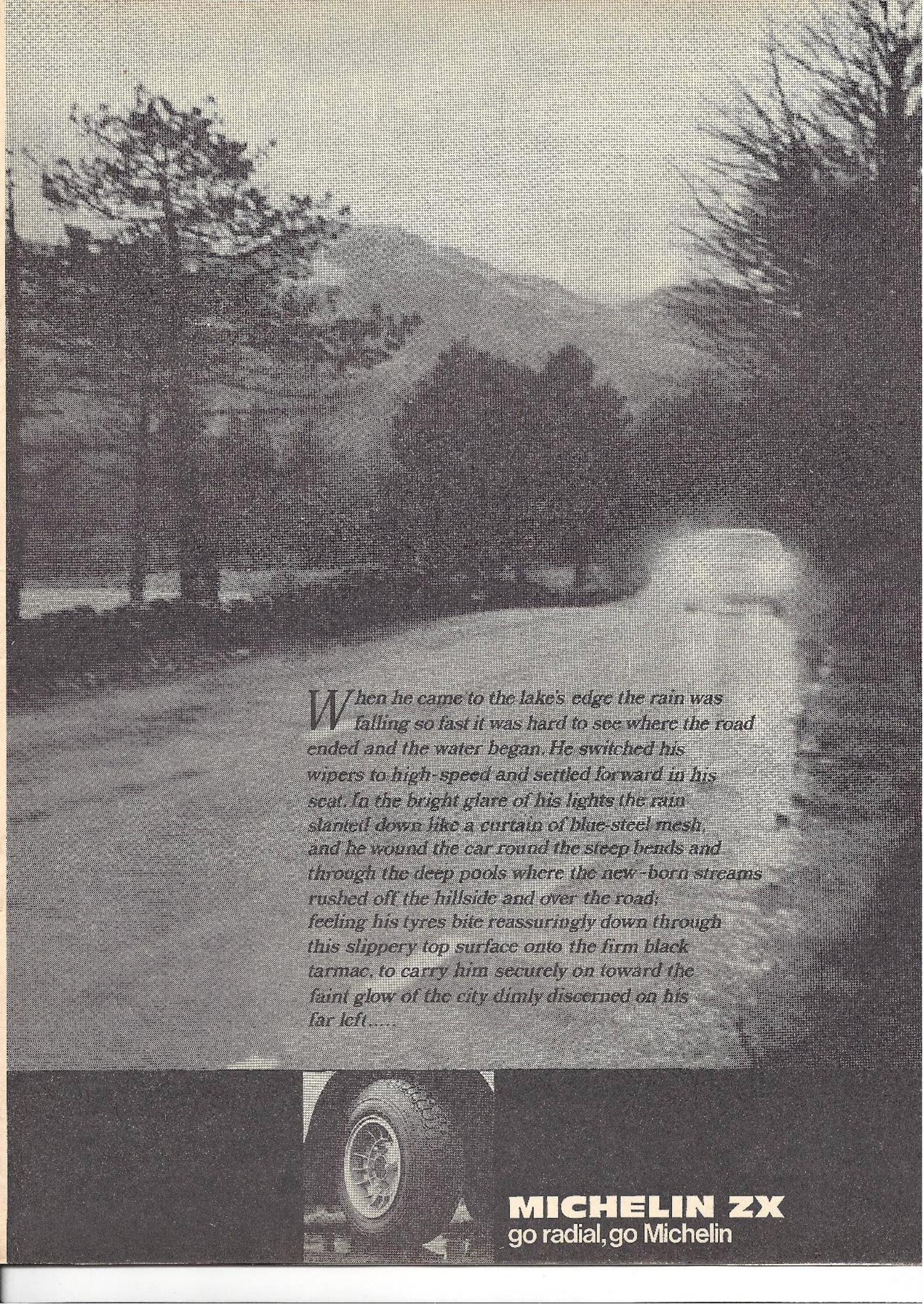
GT cars up to 1150 cc, 1151 to 1600 cc and over 1800 cc (10 laps): 1, W. Green (2.0 Chevron-BRM B5), 10 m 9.6 s, 94.96 mph; 2, I. Skales (2.0 Chevron-BMW B8); 3, A. Fowler (2.0 Mercury-Ford 1/c G6). **Fastest lap:** Green, 60 s, 96.48 mph (**1601 to 2500 cc class record**). **Class winners:** P. Beaver (1.1 Mercury-Ford GT), R. Neal (1.6 Chevron-Ford FVA B8) and Green.

BARC Clubmen's Championship round, up to 1000 cc and 1001 to 1600 cc (12 laps): 1, K. Williams (1.5 U2-Ford Mk 4/8), 13 m 26.8 s, 86.75 mph; 2, J. Lord (1.6 U2-Ford Mk 8); 3, C. Blyth (1.6 Lotus-Ford 7); 4, H. Chamberlain (1.5 U2-Ford Mk 6B). **Fastest lap:** Blyth, 1 m 5.2 s, 88.79 mph. **Class winners:** A. Diamond (1.0 Clubman's BMC) and Williams.

Saloons up to 850 cc, 851 to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): 1, M. Birrane (7.0 Ford Fairlane), 11 m 21 s, 85 mph; 2, R. Longman (1.3 Mini-Cooper S); 3, P. Hawthorne (1.3 Mini-Cooper S). **Fastest lap:** Birrane, 1 m 7 s, 86.40 mph. **Class winners:** D. Edge (850 Mini), N. Birch (1.0 Hillman Imp), Longman and Birrane.

Formula Ford (10 laps): 1, J. Stevens (Royale-Racing Prep), 11 m 19.4 s, 85.20 mph; 2, C. Vandervell (Lotus-Purley 61); 3, C. Carling (Crosslé-Planter Eng 16F). **Fastest lap:** Carling, 1 m 6.8 s, 86.66 mph.

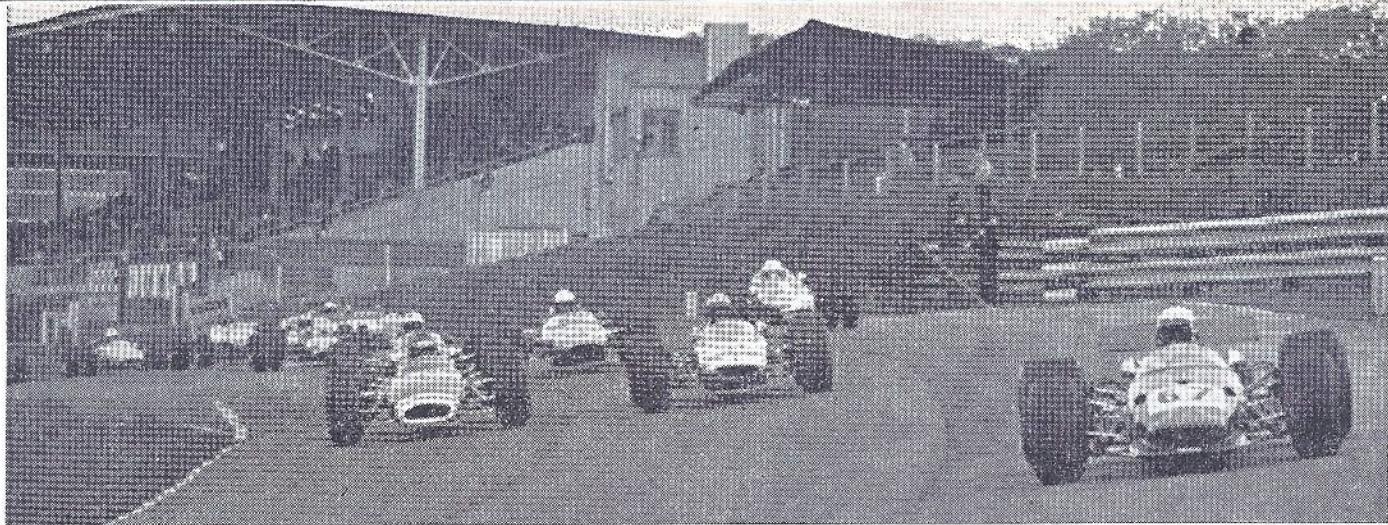
Fred W. Dixon Prod Sports Championship round, 1151 to 2000 cc and over 3000 cc (10 laps): 1, J. Quick (3.8 Jaguar E), 10 m 51.8 s, 88.81 mph; 2, W. Pearce (3.8 Jaguar E); 3, J. Filbee (3.8 Jaguar E); 4, A. Archer (3.8 Jaguar E). **Fastest lap:** Pearce, 1 m 4 s, 90.45 mph (**record**). **1151 to 2000 cc record:** C. Boulter (2.4 Marcos-Volvo 1800), 1 m 7.6 s, 85.63 mph. **Class winners:** Boulter and Quick.



When he came to the lake's edge the rain was falling so fast it was hard to see where the road ended and the water began. He switched his wipers to high-speed and settled forward in his seat. In the bright glare of his lights the rain slanted down like a curtain of blue-steel mesh and he wound the car round the steep bends and through the deep pools where the new-born streams rushed off the hillside and over the road, feeling his tyres bite reassuringly down through this slippery top surface onto the firm black tarmac, to carry him securely on toward the faint glow of the city dimly discerned on his far left....



MICHELIN ZX
go radial, go Michelin



Lap one of the last race, and Graham McRae's F2 Brabham already has a handy lead at Paddock over the F3 Brabhams of Keith Jupp and Peter Deal and the rest of the libre cars.

McRae and McGovern at Brands

By TONY HILL

DESPITE a noticeable lack of "names" in the entry list, an exciting seven-race programme was presented by the Romford Enthusiasts CC at Brands Hatch last Sunday. One name that did appear was Graham McRae: driving his F2 Brabham BT23C in the *Kent Messenger libre* event, he had a very easy win and put a lap in at 49.2 s, only 0.2 sec off the record set by Peter Westbury's BT30 at Whitsun, and this on a damp and slippery track.

The first race, for small saloons, set the pattern for the day, with three cars contesting the lead at various stages. Bob Mandry made a good start from pole to lead the scramble into Paddock, followed closely by Bill Sydenham, Mike Weston and Reg Gubbins in similar Cooper Ss. This order remained until lap 4, when Sydenham overtook Mandry at Paddock and headed the field up to Druids. Gubbins started to drop back, but Weston was now pushing Mandry for second spot, the first three cars now nose-to-tail. Sydenham made a present of the lead to Mandry when he disappeared up the long circuit following a moment at Kidney; he resumed in fifth place and did well to get up to third by the flag. However, it was now Mandry and Weston fighting it out; on lap 9 they both took to the grass at Clearways, and Weston got past on the top straight, but Mandry had the power to reclaim the lead before the start-line. Weston got the inside line at Druids, but the pair collided and both spun; they continued, little damage having been caused, and Mandry got away first to win by 4 secs. The 850 class went to Tony Barnard's Mini, fifth overall behind Gubbins and ahead of Richard Holgate's similar 850.

The U2s of Brian Cox and Geoff Bremner were the only two to make a race of the championship round for 750 and 1200 formulae cars. Cox took the lead from pole position but only retained it until lap 3, when Bremner got past at Druids; Peter Poole (Jenob) and Tony Butcher (Rejo) followed some way behind. The U2s circulated in close company for the next six laps, the lead changing several times, until Bremner finally managed to pull out a worthwhile lead; but it lasted for only one lap, for he suddenly lost all his drive. Cox ripped off his gearlever in the excitement but managed to complete the race in third gear to win by 36 secs from Poole and John Morrel (U2). The 750 division was taken by the JGS of Geoff Smith by a short head from David Coombs' 750 special.

The immaculate 1-litre Bevan Imp of Bill McGovern was on pole position for the large capacity saloon race, but it was Mick Tam-

pling's Anglia t/c which made it to Paddock first. The Anglia held a narrow lead over the 1001 cc Imp for six laps, McGovern unable to find enough room to pass, while behind the Cooper S of Howard Cooper was pushing the Anglia of Ken Pettitt for third place. Tampling's lead came to an abrupt end on lap 7 when he coasted over the line with a broken crank, and McGovern continued to win by 3 secs from Cooper and Pettitt, the latter only a further 0.6 sec down and winning the big class from Derek Ridler (Escort TC).

Although FF and F4 cars share an identical lap record at 55 s dead, their event was completely dominated by the latter, Vixen-Imps taking the first four places. Keith Blaynee made a superb start from the second row to grab the lead from front-row men Bob Jarvis and Geoff Friswell, while Keith Norman brought the works car into fourth place ahead of Julian May, making an impressive all-Vixen lineup. Colin Crang had been on the front row with his Merlin Mk 11A and could have supplied some competition to the F4s, but a muffed start left him well down the field. Jarvis took over the lead at the hairpin on lap 4, and Blaynee lost another place when Friswell came past on the top straight on the next lap. He suffered even more misfortune on lap 7 when his front nearside wheel detached itself on the way up Pilgrims Rise, but he managed to stop without further damage. Jarvis and Friswell were dicing hard for the lead, the former just managing to stay in front as Friswell left his challenge just too late. Norman took third place ahead of May, the latter only just staying off a last-minute attack by Crang.

Without even enough time to cool off, Colin Crang took up pole position for the Townsend FF race. He led from flag to flag to win by a short head from Dick Barker (Alexis Mk 15), making one of his rare appearances at Brands. Second place changed hands on almost every lap, with MRS mechanic Henry Clark in Ray Allen's Merlin fighting it out with the ex-Trimmer Brabham BT21 of Martin Grant-Peterkin and Barker, who finally got away and vainly challenged Crang for the lead.

Next was a 10-lap saloon final made up of the ten fastest cars from each of the earlier races. A brief shower before the start made the track very slippery and several drivers plumped for rain tyres. The Bevan Imp was in pole position, and Bill McGovern made no mistake, leading all the way for his second victory. A first-corner, first-lap incident eliminated the Minis of Mike Weston and Tony

Dixon together with the Anglia of Ken Pettitt, although Weston actually continued in last place, staying there for the duration. Bill Sydenham held second place until he went onto the grass at Bottom Bend on lap 8, continuing until he hit the bank behind the pits, still travelling very fast; the Mini rose up the bank and perched on top. Phil de Banks took over and held second spot in his Cooper S, while Roger Friend drove a very good race to claim third place ahead of Bob Mandry's 1-litre Cooper S, the 850 driver getting ahead at Clearways on the last lap, when Mandry spun.

The main event of the day was the 15-lap *libre* event sponsored jointly by Courage breweries and the *Kent Messenger*. Graham McRae's Brabham, testing for next week's Zolder meeting, made mincemeat of the rest and he got very close to the record without being at all ragged. The track was still wet, and after the meeting he said that a 47 might have been on if he had needed to extend himself. The main dicing was for second position, disputed by Keith Jupp's F3 Brabham BT28, Peter Deal's F3 BT18 and New Zealander Bert Hawthorne's similar car. Hawthorne dropped out on lap 7 with a spin at Paddock, and Deal just got the place from Jupp. Andy Sutcliffe (Merlyn) was the only other man to finish unlappped. Fred Saunders put up a very good show in the Austro Vee, duelling with Geoff Friswell's Vixen and leading him by less than 1 sec at the end.

Saloons up to 850 cc and 851 cc to 1000 cc (10 laps): 1. R. Mandry (1.0 Mini-Cooper S), 10 m 24.4 s, 71.49 mph; 2. M. Weston (1.0 Mini-Cooper S); 3. H. W. Sydenham (1.0 Mini-Cooper S). **Fastest lap:** Mandry and Sydenham, 1 m 0.0 s, 74.40 mph. **Class winners:** A. Barnard (850 Mini) and Mandry.

750 Formula and Formula 1200 championships round (10 laps): 1. B. Cox (1.2 U2-Ford), 10 m 05.8 s, 73.69 mph; 2. P. Poole (1.2 Jenob-Ford); 3. J. Morel (1.2 U2-Ford). **Fastest lap:** G. Bremner (1.2 U2-Ford), 58.6 s, 76.18 mph. **Class winners:** G. Smith (750 JGS) and Cox.

Saloons 1001 cc to 1300 cc and over 1300 cc (10 laps): 1. W. McGovern (1001 Hillman Imp), 9 m 59.8 s, 74.42 mph; 2. H. Cooper (1.3 Mini-Cooper S); 3. K. Pettitt (1.6 Ford Anglia t/c). **Fastest lap:** McGovern, Pettitt and M. Tampling (1.6 Ford Anglia t/c), 50.0 s, 75.66 mph. **Class winners:** McGovern and Pettitt.

Formula 4 and Formula Ford (10 laps): 1. R. Jarvis (875 Vixen-imp), 9 m 16 s, 80.28 mph; 2. G. Friswell (875 Vixen-imp); 3. K. Norman (875 Vixen-imp). **Fastest lap:** Friswell and Norman, 54.4 s, 82.06 mph. **Class winners:** Jarvis and C. Crang (1.6 Merlin-Steele Mk 11A).

Formula Ford (10 laps): 1. C. Crang (1.6 Merlin-Steele Mk 11A), 9 m 29.4 s, 78.40 mph; 2. D. Barker (1.6 Alexis Mk 15); 3. M. Grant-Peterkin (1.6 Brabham BT21). **Fastest lap:** Barker, 55.4 s, 80.55 mph.

Saloons up to 850 cc, 851 cc to 1000 cc, 1001 cc to 1300 cc and over 1300 cc (10 laps): 1. W. McGovern (1.0 Hillman Imp), 10 m 39.0 s, 69.86 mph; 2. P. de Banks (1.3 Mini-Cooper S); 3. R. Friend (850 Mini). **Fastest lap:** R. Mandry (1.0 Mini-Cooper S) and McGovern, 1 m 1.6 s, 72.47 mph. **Class winners:** R. Holgate (850 Mini), Mandry, McGovern and B. Leonard (1.6 Ford Anglia).

Courage Formule Libre Championship round (15 laps): 1. G. McRae (F2 Brabham-FVA BT23C), 12 m 45.6 s, 87.46 mph; 2. P. Deal (F3 Brabham-Lucas BT18); 3. K. Jupp (F3 Brabham-Holby-BT28). **Fastest lap:** McRae, 49.2 s, 90.73 mph.

club news



Autocross/Rallycross

PN6: North round 2 to Dickinson

THE Liverpool MC repeated their last year's bad luck on Whit Monday with soaking wet weather and oodles of mud. This second Northern area event saw an entry of 96 to do battle on a very fast course, up and down a fairly steep slope, at Tarbuck Road, Huyton, deep in the heart of the Prime Minister's home constituency; fortunately Mr Wilson was not on hand.

Practice saw the demise of two potential class winners, Eric Clegg losing his gears in Leda 1 and Mick Sugden's Cooper S breaking its diff. The lunch break was a hive of activity, several cars being frantically worked on, both Jeff Williamson and Geoff Walker having jammed oil pressure release valves in their S engines. Walker managed to change his, but Williamson had to do his runs with the engine operating at 150 psi, against a norm of 80.

However, Jeff did not let the state of his now 999 cc engine deter him from taking the small FWD class, just pipping Jim Sherratt for first place, with Sherratt's brother Albert taking their shared Cooper S into third.

Class 2 saw Dave Cunliffe in his Climax-engined Midget rush into the lead from usual class winner Don Robinson (Downton Sprite). In doing so he covered Robinson's screen with mud so that the latter had to drive with the door open to get vision, but his time was still good enough for second in class. T. Cunliffe, sharing his brother's car, made third spot with Robinson's Downtonised team-mate John Kitchen very close behind.

Jim Gordon driving a Fiat 124 brought some variety to the leaderboard in class 3, being the meat in an Anglia sandwich, David Semple taking the class and Stu Threadgold, after a brace of class wins this season, in an unaccustomed third position.

From 11 entries in the specials class only three actually managed to complete a timed run, with "out of area" man Harry Dickinson (Baconslicer-Climax) doing one of only two runs during the day to beat 130 secs, and Ken Bottomer in the ex-John Akers Autoplas and Mike Jackson (Big Ears) taking second and third places. Jackson's brother-in-law Roger Durrant, who built the car, had the misfortune to break the diff on his run, but this car/driver combination could well be putting up Northern area BTDS very soon.

The runs were delayed at this point while marshals not only removed a large number of spectators from prohibited areas but also had to herd up the stray dogs, who were running their own event on the course. Rallycross exponent Gerry Braithwaite had no



Harry Dickinson sits very far forward in his Baconslicer special, which set BTD by almost 1 sec.

trouble in taking class 5 in his Cooper S with Harrop Motors man Malcolm Hamilton taking his brightly painted S-engined Hornet into second spot. Trevor Olds and Robin Sutton fought hard for third place in their Ss, the former taking it by 0.13 sec.

Class 6 looked to be the usual win for Gerry Salkow, although Bill Ellam (E-type) has started to push him a bit harder, and indeed the TVR led the class at the end of the first runs. However, the only class runner on the second runs, Ken Riley in his Ford-engined Midget, did a superb run to take the class.

Barry Woods in the Chinook Motors Imp had an expensive afternoon out in class 7: a bearing cap broke and went through the crankcase, causing an enormous smoke screen. Class favourite Tony Payne's Imp was misfiring and he pulled off to avoid damage to the engine, and John Akers flew his Porsche 911 round to score its first class win in his hands, with Bruce Mankin's VW-Porsche second from Vernon's Rallye Imp.

Ian Harwood made up for his disappointments on the Welsh by taking class 8 in a most conclusive manner from the big Anglias of Farrington and Greenway. Fourth man Colin Crewe (Anglia) had rushed back from the Manx specially to compete.

Many of the prize winners went home empty-handed at the end of the day, as the "man with the money" was not present when the results were announced; this was particularly unfortunate as the competitors had waited well over an hour in the rain for prize-giving. Still, all credit to Liverpool MC for getting through the event on such a day of handicaps.

JOHN FODEN.

BTD: H. Dickinson (1.1 Baconslicer-Climax Spi), 126.89 s.
Class winners: J. Williamson (1.0 Riley Elf S), 151.70 s; D. Cunliffe (1.1 MG-Climax Midget), 158.49 s; D. Semple (1.2 Ford Anglia), 157.71 s; Dickinson; G. Braithwaite (1.3 Mini-Cooper S), 139.70 s; K. Riley (1.5 MG-Ford Midget), 127.73 s; J. Akers (2.0 Porsche 911), 148.90 s; I. Harwood (1.6 Ford Escort TC), 154.0 s.

PN6: Poor SC round to special

BANK HOLIDAY autocross just has to be successful: the paying public deserve it, and the competitors expect it. But the Vickers Armstrong (Hurn) CC ran a very mediocre event on Whit Monday, with a totally unsuitable venue. The best thing that can be said about the meeting was that the proceeds have gone to a charity.

The course was so rough and full of yumps, partly because of rain the day before, that the cream of the entry turned straight round and went home in disgust, including Griff Griffiths, Ron Douglas and Winston Percy. Even so a very healthy crowd turned up to witness round 2 of the PN6 South Central area, which ran through to a schedule that can best be described as shambolic.

After many delays, practice became a reality but throughout the day course alterations became necessary in the interests of the competitors simply being able to complete their runs. During the timed proceedings only about half the runners were managing to clock times at all, and breakdowns were plentiful. As a result of this game of chance the results cannot possibly be regarded with any real seriousness as a guide to potential form in this area, although this observation should not detract from the performances of those who did persevere.

In the up to 1-litre Minis class, Pearce was

some 11 secs quicker than the next class competitor in practice, but in the timed runs it was the Moto-Bitz paid Keith Aslett and Minty all the way, the only two under the 3-mins mark.

The Ross family were obvious favourites in the small sports and GT car class in their 1.3 Ford-engined Rochdale Olympic. After misfiring ruined Jean Ross' timed run, husband Keith romped round to win the class, the beautifully prepared machine looking very happy despite the diabolical surface.

Graham Watton made a welcome autocross appearance in his Escort GT and was very fast and spectacular in practice, but in the afternoon his power unit succumbed to an internal mechanical failure. The class lead therefore became the subject of a battle between Luck and Denis Thorpe in the latter's 1300 twin-cam Cortina Mk 1 and the incredible P. Coates in an 1148 Morris Minor. The Minor won by 5 secs and didn't seem at all put off by the state of the course, which deteriorated even more during the afternoon, making any improvement on first-run times a virtual impossibility.

Peckham's special was fastest in practice in the specials class, but was beaten in the afternoon by D. Argyle's 1650 Turfsmoker. Argyle narrowly led Peckham after the first runs by 0.1 sec, and somehow, when everyone

club news

else was going progressively slower, he managed to improve his time by 3 secs and clinch BTD.

John Smith led the large Mini-Cooper S contingent in practice and on both timed runs, winning the class by over half a minute from the Ford-engined 1650 Mini of Jim Morgan, making its interesting *début*. Ted Cooke's Sprite won its class as it pleased, as did Mark Haynes' NSU 1200 TT, while Taylor's 1650 Anglia led on all three of its runs to take the large Ford class from Woodward's Cortina 1500 and Trevor Fox's 1600 Anglia.

Altogether very much a non-event, and certainly not what Bank Holiday motor sport should be all about. The VAHCC must do better next time, regardless of the weather before the event, for at least the conditions remained favourable throughout the day that mattered.

TONY WILLSON.

BTD: D. Argyle (1.65 Turfsmoker-Ford Spl), 2 m 43.2 s.
Class winners: K. Aslett (1.0 Mini), 2 m 50.7 s; K. Ross (1.3 Rochdale-Ford Olympic), 2 m 53 s; P. Coates (1.2 Morris Minor), 3 m 4.6 s; Argyle; J. Smith (1.3 Mini-Cooper S), 3 m 26.4 s; T. Cooke (1.6 Austin-Healey Sprite), 3 m 20 s; M. Haynes (1.2 NSU TT), 3 m 41 s; B. Taylor (1.65 Ford Anglia), 3 m 5 s.

● The rallycross on Whit Monday at Lydden Hill, organised by the BARC SE Centre and the TWMC, featured an exciting last-run-of-the-day battle between Rod Chapman's Escort TC and the Cooper S of Brian Chatfield. After Chapman had led for half the distance, the result was a narrow win for Chatfield with the best single run of the day at 2 m 48.8 s, but when the total times of the three runs were added up it was Chapman who had annexed the first of the eight BTD awards.

Almost 20 secs slower than Chatfield in third place was Tony Skelton (Cooper S), followed very closely by Roy Edwards in the Tun Tyres Mini, Nick Whiting (Escort), Paddy Thorne (Cortina), Clive Jockell (Anglia) and Jim Taylor (Volvo). The BTD awards system meant that, out of the 22 competitors who survived the event (there were 16 non-finishers), only eight failed to gain an award.

BTD: R. Chapman (1.6 Ford Escort TC), 8 m 34.8 s; 2, B. Chatfield (1.3 Mini-Cooper S), 8 m 36.6 s; 3, A. Skelton (1.3 Mini-Cooper S), 8 m 56.0 s; 4, R. Edwards (1.3 Mini-Cooper S), 8 m 56.4 s; 5, N. Whiting (1.6 Ford Escort TC), 9 m 1.0 s; 6, P. Thorne (1.6 Ford-Lotus Cortina), 9 m 7.2 s; 7, C. Jockell (Ford Anglia), 9 m 18.4 s; 8, J. Taylor (Volvo), 9 m 32.6 s.

Class winners: G. Ayres (Mini), 9 m 34.2 s; J. Wexham (Mini), 9 m 48.6 s; A. Mash (Austin A40), 10 m 47.4 s; E. Nosek (1.6 Ford Escort TC), 9 m 34.6 s; R. Standen (Austin-Healey Sprite), 10 m 17.6 s; R. Piper (Volkswagen), 10 m 46.0 s.

● The first of the six qualifying rounds of the new Castrol National Autocross Championship was held by the Irish MRC at Dundalk on Sunday, May 18. On a fast and dry track two new specials were quite uncatchable, and BTD went to Liam Maddock in his 1.5 Volkswagen Spl with a time of 2 m 9.6 s. Second fastest was John Tansey in his screaming DKW Spl at 2 m 11.0 s; he would have beaten Maddock but for a pylon knocking episode on his last run. Pat Fay (Renault R8 Gordini) was next at 2 m 11.7 s. There was a very big entry, and there is no doubt that autocross is currently riding the crest of a big wave of popularity in Ireland.

BTD: L. Maddock (1.5 VW Spl), 2 m 9.6 s.
Class winners: P. Speer (Hillman Imp), 2 m 17.9 s; J. N. Tansey (1.1 DKW Spl), 2 m 11 s; D. Cullen (1.3 Mini-Cooper S), 2 m 14.6 s; Maddock (2 classes).

Overall Handicap: 1, J. Hayes (1.3 Mini-Cooper S), 2 m 8.6 s; 2, J. N. Tansey, 2 m 9.0 s; 3, Maddock, 2 m 9.6 s.

Ladies: Miss R. Smith (Hillman Imp), 2 m 22.4 s. **Novice:** B. Fagan (Ford Cortina GT), 2 m 29.8 s.

Another Jet event to Craker

THE second round of the Jet Autocross Championship was held by the Borough 19 MC on Whit Sunday at the Puttenden Manor course near Lingfield, Surrey.

The class for FWD cars up to 1000 cc was hotly contested with 30 entries. Owen Coffey's first-run 1 m 14.57 s set the pace and proved fast enough, with Brian Streat second and Tom Appleby and Rodney Charge equal third. The Spridgetfire class was more exciting, the honours finally going to Chris Stedman with Ken Cook second. A valiant effort was put up by Keith Wilson, who did all three runs without a clutch, having to be push-started, and finished fourth.

Class 3, for front-engined RWD cars up to 1300 cc, has recently been nearly all-Anglia, but this time it produced two Morris Minors and a 100E. Competition was fierce all day, but in the end the honours went to Tom Osmond, driving a borrowed Anglia after a wheel came off his TVR Tuscan in practice. Second was Mark Kemp.

Class 4, for specials, contained two Beach Buggies, and Pierre du Plessis won at 1 m 13.31 s, closely followed by Joe Smith in the same car at 1:13.80. The fiercest competition came from the big Cooper S class. Graham Craker, the first round winner, drove superbly to take BTD again, a clear 3 secs ahead of Tony Skelton, who took the class.

Second was Stan Hastilow in his tartan Mini, after an exciting dice with Gary Streat's 1293 S.

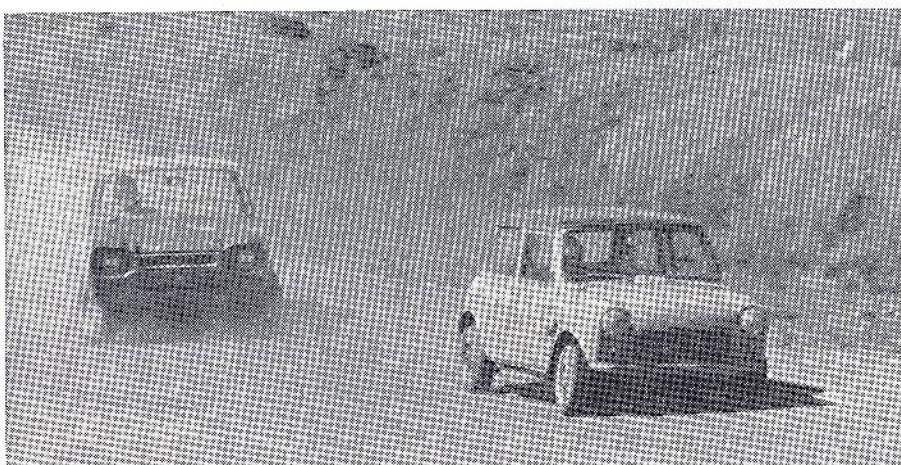
Class 6 produced the closest finish of the day, with Tony Hill's Ford crossflow-engined Sprite first with 1:19.42 from his co-driver Ted Cooke (1:19.45). The front-engined RWD class over 1300 cc had 20 entries, 19 of which were Anglias against the lone Volvo of Jim Taylor. The class produced another close battle between Josef Therstappen and John Hardesty, the former taking the honours by 0.6 sec.

The rear-engined class had only four entries, and the award went to Dave Biggs (998 Imp). The final class, for novices in standard FWD saloons up to 1000 cc, was won by Bill Davey by a clear 5 secs over Mick Reeves, both driving 850 Minis.

So ended another highly successful event, leaving Graham Craker and Pierre du Plessis leading the Jet championship table with 20 pts each.

BTD: G. Craker (1.3 Mini-Cooper S), 1 m 10.4 s.

Class winners: O. Coffey (1.0 Mini), 1 m 14.57 s; C. Stedman (1.3 Austin-Healey Sprite), 1 m 14.57 s; T. Osmond (1.3 Ford Anglia), 1 m 20.21 s; P. du Plessis (1.6 VW Beach Buggy), 1 m 13.31 s; A. Skelton (1.3 Mini-Cooper S), 1 m 13.49 s; A. Hill (1.6 Austin-Healey-Ford Sprite), 1 m 17.25 s; J. Therstappen (1.65 Ford Anglia), 1 m 18.25 s; D. Biggs (1.0 Hillman Imp), 1 m 18.25 s; B. Davey (850 Mini), 1 m 25.43 s.



BTD man at the Lydden rallycross on Whit Monday was Rod Chapman (Escort), here sideways in his pursuit of Tony Skelton's Cooper S.



Liam Maddock had a field day with his VW Spl at the Dundalk autocross—he made BTD, won two classes, and was third in the handicap off the scratch mark.

club news

PN6 Scottish win for Mini

IT was the turn of the Lanarkshire CC on May 18 to stage a round of the PN6 Scottish Autocross Championship, the third, at Caldcoats Farm, near Newton Mearns. On a dry, undulating course, 63 of the 73 entrants faced the starter to perform before a crowd of 4500, the largest so far.

Last year's Scottish Champion Andrew Smith had not entered, and nor had jovial Jim Dickson, who was present but driving a camera instead. However, Dundee was well represented by the brilliant Ross family, Mel (88.1 s) and Ray (89.5) running away with the two best times of the day, while brother Roy took his class (100.6) driving a Spitfire.

With the largest class buttoned up by the Ross brothers' 1.0 Mini, Gavin Nimmo (850 Mini) was third, followed by the 1-litre Minis of Angus MacDonald and Archie Wilson. Maxwell Hunter (1.3 Escort GT) took the front-engined RWD saloon class, heading Douglas Brown's similar car, with Niall Hamilton's immaculate Morris 1000 third just ahead of Andy Gray (Escort GT).

The seven specials were led by Brian McLuckie, sharing his 1537 Mini with Rob Stewart, this pair was split by Geoff Rosenblom's Beach Buggy. The big Mini class went to Jim McCaig in his 1.3 Cooper S from Donald Lamont, these pair running away from Paul Roxburgh and Roy Watt in 1275 models.



Morris Parr in his V6-engined Anglia dices with the Peugeot 204 of W. D. Ritchie.

Barrogil Angus (1.0 Imp) came down from the north of Scotland to take his usual class win against the Porsche-engined VWs of Bill Black and Laurie Capaldi, while the big saloon class again went to David Black and his ubiquitous Volvo, despite a strong challenge by Bill Reid's similar car which ended with the bumper grinding the front tyre to a standstill.

David Wright (1.5 Anglia) took second, with Dave Fulton (1.5 Cortina GT) third.

BILL HENDERSON.

BTD: M. S. Ross (1.0 Mini), 88.1 s.
Class winners: G. R. Ross (1.3 Triumph Spitfire), 100.6 s; M. Hunter (1.3 Ford Escort GT), 101.0 s; B. McLuckie (1.5 Mini), 91.6 s; J. McCaig (1.3 Mini-Cooper S), 89.8; D. B. Angus (1.0 Hillman Imp), 96.2 s; D. C. Black (2.0 Volvo), 96.7 s.

PN6: Day wins at Canewdon

THE Thames Estuary AC last Sunday managed to promote the first Players round in the South-East that had sun all day and a bone dry track. The meeting at their Canewdon course, near Southend-on-Sea, had a very large entry and, as seems to be the case with all Players meetings, a huge crowd. The track was flat and only rutted badly in one place, where it caused a number of quite dangerous-looking moments.

It was a day of falling crowns in many of the classes, top surprise of the day being provided by Mike Day's Cobra-engined TVR Tuscan, which took BTD by nearly 2½ secs after two tremendous runs in which Mike really turned on the power. There were some out-of-area "snoopers," including Mike Dabbs in his 1293 Cooper S and Richard Wharton with his 1300 Anglia, both down from the Midlands.

Class 1, for small Minis, saw the 1000 cc cars completely beaten on a course which should have favoured their extra power. John Geeves' 850 made all the running on the first outing, but was passed by area newcomer Monty Guildford in his 850 on the second. Guildford will certainly be one to watch in this class, as he was a full 1 sec ahead of the first 1000 cc car, the Swiftune Cooper of John Coleman, who could only manage third spot despite his "Rapid Red Raver" motto.

Nick Ramus was unlucky to have two runs in which he was slightly baulked, but his Sebring Sprite was fairly and squarely beaten by the Auto Sport Centre MG Midget of comingman Barrie Dutnall. To show complete consistency, Dutnall made identical times in both runs, beating the rest on both. Mike Berg's lightweight Spitfire broke a half-shaft in practice. Third man Richard Moore took on the John King Sprite Mk 3 and, after a very close dice with a lot of place-swapping, Moore's smaller 998 Mk 1 vanquished the

1293 car.

Richard Wharton found that the South-Eastern drivers are as fast as their reputations but still managed to get into third spot in the 1300 RWD saloon class. He only just lost second place when, with identical second-run times, his first run time was 0.7 sec slower than the Reg Gubbings Racing Anglia of Alan Russell. Tony Merridale took his 1300 Broadspeed Anglia into top spot, consolidating his lead in the class overall, while Trevor Jones' LeeSpeed Developments 1300 just failed to beat Russell and Wharton. Dave Matthews went very well in his seemingly unsuited Standard 8 with ex-Sandilands Spitfire engine, getting into the top ten.

With twice-winning Barry Walter away, the specials class was wide open. Harry Dickinson's Baconsifer streaked away in the first runs, but its Coventry-Climax engine and chain drive were not enough to hold off Dennis Baldwin's Timp, with its never ending revs. Baldwin lapped cars on both runs and in his first spent a lap dicing with John Grimes' Lotus 7 and Chris Bruce's Bruno. Arnold Butcher brought the venerable Lotus 6 into third place, but poor Derek Hearn was unable to sort out the gears on the Twin Tiger special.

The favourite of the day, Ron Jones, had a lot of trouble on his first run and could only pick up a class second, being half a second off the winning time. Mick Bolton's 1293 Baldyne car won both runs and had a thrilling second outing with Mike Dabbs' 1293, the two of them really getting down to the crafty tactics of the game. It was good to see Roy Edwards out in yet another Tun Tyres Cooper S, which he "had thrown together out of bits that were lying around." He took fourth place, just behind Gerry Poore who was co-driving Ron Clift's 1293 car.

Undoubtedly the man of the meeting was

Mike Day, who has been pipped by the ex-Akers car of Tom Osmond on other occasions but this time wound the most powerful car of the entry to BTD on both runs and a very well deserved class win. Osmond was second, 2.5 secs in arrears, and the Lotus Elan of Tim Graham was third. Paul Kerridge had a lot of gear-change trouble and never really got going, as his new Hewland box was wrongly geared even when selecting.

Griff Griffiths' bad luck was dispelled this time, and he took his VW (with ex-Dickie Stoop Porsche engine) to a class win with a time which turned out to be second BTD. Paul Emery, making a return to the loose with a turbocharged 1150 Imp, managed, but only just, to get into second place, as his engine threw a rod over the finish line. Laurie Manifold was third in the 1600 Beetle.

The large conventional saloon class lacked Rod Chapman again, but Brian Secker would have given him a good run, taking the class in his Denoons of Chelmsford 1650 Anglia. Jim Wicks put up another good performance with the Twin-Cam Anglia but just couldn't get up to Secker's first run time. Ron Douglas cooked the engine of his 1800 Escort after losing all the water in practice. Jeff Bartram's similar car, which now replaces his ex-Lee Anglia, went very well, taking fourth place behind Bob Merridale in his 1600 Anglia.

The eliminator was probably the most exciting yet, with almost every run proving close. It was won by the RC Special of Ron Chandler after a very friendly re-run with Tim Graham. The RC jumped the start and came round again for another, and then a wheel fell off Graham's Elan!

TONY WILLSON.

BTD: M. Day (4.7 TVR Tuscan), 1 m 24.4 s.
Class winners: M. Guildford (850 Mini), 1 m 28.7 s; B. Dutnall (1.3 MG Midget), 1 m 28.0 s; T. Merridale (1.3 Ford Anglia), 1 m 31.0 s; D. Baldwin (1.0 Timp Sp1), 1 m 27.9 s; M. Bolton (1.3 Mini-Cooper S), 1 m 27.1 s; Day; W. Griffiths (1.6 VW-Porsche), 1 m 26.7 s; B. Secker (1.6 Ford Anglia), 1 m 27.7 s.



LONDON

London Sports Car Centre, Gemini House, High Street, Edgware, Middlesex, **Edgware 6171**.
Lea Street Engineering Ltd., 67/69 Drayton Gardens, London, S.W.1D. 01-370 4114.
New Cross Motor Co. (Gold Seal), 253 New Cross Road, London, S.E.14. **New Cross 3204**.
Ian Walker Ltd., Woodhouse Service Station, 236 Woodhouse Road, Finchley, London, N.12. **Enterprise 6281**.

South London Motors Ltd., 512/522 High Road, Streatham Common, London, S.W.16. 01-764 4444.

SOUTH & EAST

Westleigh Garages Ltd., 1339 London Road, Leigh-on-Sea, Essex. **Southend-on-Sea 77789**.
Hammonds & Associates Ltd., 270/272 High Street, Bromley, Kent. 01-460 3282.
Buckland Garage (Dover) Ltd., 138 London Road, Dover, Kent. **Dover 1898**.
Tolligate Engineering (Rye) Ltd., Rye, Sussex. **Rye 3105**.
Kingfisher Motors Ltd., 120 Bridge Road, East Molesley, Surrey. **Molesley 2195**.
Purley Performance Cars Ltd., Foxley Hill Road, Purley, Surrey. **Bywood 1117**.
Caterham Car Sales, 38/40 Town End, Caterham-on-the-Hill, Surrey. **Caterham 46666 (Lotus 7 only)**.
Normand Garages Ltd., Reigate Road, Horley, Surrey. **Horley 2257/8/9**.
Mike Spence Ltd., Reform Road, Maidenhead, Berks. **Maidenhead 28532**.
Victor Raynsford Motors, 182 High Street, Watford, Herts. **Watford 41281**.
Camden Motors Ltd., Leighton Buzzard, Beds. **Leighton Buzzard 2041**.

SOUTH WEST

Bob Walker, Corsley Garage, Ltd., Frome Road, Corsley, Nr. Warminster, Wilts.
Bob Walker, Huxham's Garage, Penn Hill, Parkstone, Dorset. **Parkstone 2696**.
Plumb's Garage (Swindon), Stonehouse, Glos. **Stonehouse 2382**.
Andrew Parkes Performance Cars, Central Garage, Zetland Road, Redland, Bristol 6. **Bristol 45561**.

MIDLANDS

Foley Park Motors Ltd., Stourport Road, Kidderminster, Worcs. **Kidderminster 2824**.
Black & White (Harvington) Ltd., Harvington, Nr. Evesham, Worcs. **Harvington 456**.
Attwood Garages Ltd., Stafford Street, Wolverhampton, Staffs. **Wolverhampton 26068**.
Ashmore Brothers Ltd., Roebuck Lane, West Bromwich, Staffs. **West Bromwich 2350**.
Attwood Garages Ltd., Raglan Street, Wolverhampton, Staffs. **Wolverhampton 25052**.
Jos Handels, Witton Garage, Stoke-on-Trent, Staffs. **Stoke-on-Trent 43361**.
Clarks Garage (Narborough) Ltd., St. Johns, Narborough, Leics. **Narborough 3638**.
Moto Baldet Ltd., Weston Garage, Wellingborough Road, Weston Favell, Northants. **Northampton 41141**.
J. A. Else & Sons, Codnor, Derbyshire, DE 54 QB. **Ripley 2321/3**.

NORTH WEST

Mangoletsi Holdings Ltd., Unionist Buildings, Nicolas Street, Chester. **Chester 44245**.

Your Lotus dealer is equipped to service your new car, take your current vehicle in part exchange and arrange specially negotiated insurance and finance facilities.

NORTH WEST—continued

Sports Motors Ltd., 250 Plymouth Grove, All Saints, Manchester 13. **Rusholme 3736**.
Charlie Oates Ltd., Wayside Garage, Yealand, Nr. Carnforth, Lancs. **Carnforth 2460**.
Mayfair Motors Ltd., 182 Tunnel Road, Liverpool 7. **Royal 8909**.

NORTH & NORTH EAST

Normand Ltd., Olympia Motor Services, Thorton Road, Bradford 1. **Bradford 31255**.
Hallamshire Motor Co. Ltd., Broad Lane, Sheffield 1. **Sheffield 25048**.
Northern Sports Cars Ltd., Scorton Service Station, Scorton Common, Richmond, Yorks. **Old Catterick 402 613**.
Ellis Moor Ltd., 111 New Bridge Street, Newcastle upon Tyne. **Newcastle upon Tyne 25964**.

SCOTLAND

Dicksons Motors (Perth) Ltd., Viewfield Place, Creiff Road, Perth. **Perth 22192**.
Sports Tune Motor Co. Ltd., Longniddry, East Lothian. **Port Seton 325**.
Steelesport, 635 Govan Road, Glasgow, S.W.1. **041-445 4418/9**.

NORTHERN IRELAND

Malcolm Templeton, Broadway Avenue, Ballymena.

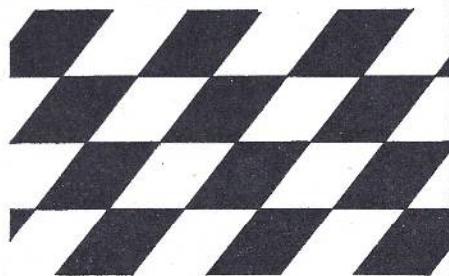
U.S. MILITARY SALES

Brian Lupton, Anglo-American Automobiles, 110 Western Road, Tring, Herts. **Tring 3071**.

LOTUS CARS LIMITED, NORWICH, NORFOLK, NOR92W

Tel. Wymondham 3411

THIS WEEKEND'S RACING!



OUTON PARK

Saturday 7th June - 2 p.m.

Practice from 09.00

Mid-Cheshire Cup

organised by the Mid-Cheshire Motor Racing Club. Events for Formula Libre, Formula Ford, Formula V, Production Sports and Saloon Cars with qualifying rounds of the Bob Gerard Formula Libre Championship.

Adults 12/6, Children 5/- including admission to Stands and Paddock.

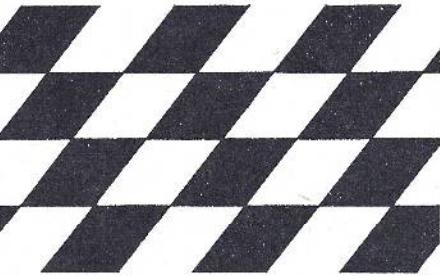
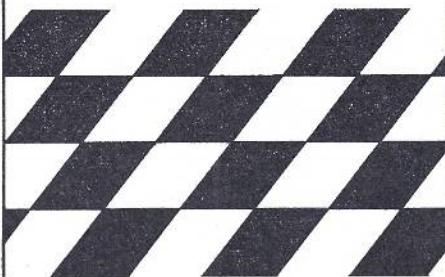
MALLORY PARK

Sunday 8th June - 2.30 p.m.

BARC Clubman's Races

events for Formula Libre, Formula Ford, Formula V, Production Sports and Saloon Cars with a qualifying round of the Bob Gerard Formula Libre Championship.

Reserved Enclosures: Adults 10/-, Children 5/- including admission to Stands. Paddock Transfer 5/- extra.



SNETTERTON

Sunday 8th June - 2.30 p.m.

Clubman's Races

organised by the Cheshunt Motor Club. events for Formula Libre, Formula Ford, G.T., Production Sports and Saloon Cars.

Reserved Enclosures: Adults 10/-, Children 5/- including admission to Stands and Paddock.

Parking Free at all Circuits.

club news

● Norman Harvey, out for his first autocross this season, took his 1293 Cooper S to BTD in the Taunton MC's PN6 SW area round last Sunday. Harvey won after favourite Ian Headon broke the diff of his very rapid IRH special. Report next week.

BTD: N. Harvey (1.8 Mini-Cooper S), 1 m 54 s.
Class winners: A. Davies (1.0 Mini-Cooper S); A. Thwaite (1.2 MG Midget); D. Thorne (1.3 Ford-Lotus Cortina); C. Webb (1.3 Lotus-BMC 7); D. Harris (1.8 MGB); M. Ranger (1.0 Hillman Imp); W. Percy (1.6 Ford Anglia t/c).

● The BARC SE Centre are holding an ACSMC championship autocross on June 22 at Bo-Peep Farm, Selmeton, using a 900-yds course on the field formerly used as a car park for the old Firle hillclimb. B19MC, Brighton & Hove MC, Eastbourne & DMC, Hastings 1066 East Sussex CC, TWMC and all championship entrants are eligible, and regis are available from Mr. B. G. Edgerton, 32 Anderida Road, Willingdon, Sussex; entries (30s) close on the 15th.

● The Buckingham & DMC are holding their round in the LCAMC championship on July 6, and regis are now available from Mrs G. Leon, 14 Willow Grove, Old Stratford, Bucks.

● Lotus 47 driver Paul Kerridge will have a direct rival in autocross and rallycross next season, for Lotus Elan exponent Tim Graham has bought a 47, complete with BRM twin-cam and Hewland five-speed gearbox.



Hillclimbs/Sprints



Jeff Goodliff's blown BVRT MiniSprint, which sports TJ injection on an eight-port head, went into the lead of the Castrol/BARC championship.



Nick Williamson gets two wheels of his immaculate twin-cam Brabham BT21C on the grass on his BTD run.

Gurston win for Williamson

THE BARC South West Centre ran a round of the Castrol/BARC Hillclimb Championship at Gurston Down on Whit Sunday, when disappointingly few spectators turned up to watch an excellent meeting in showery weather. BTD was set by Sir Nick Williamson's twin-cam Brabham BT21C with a time of 38.11 s, and Jeff Goodliff in the rapid and noisy little British Vita Mini GT took over the lead in the championship from Morgan driver David Way, who moved into second ahead of Chris Cramer (1.0

Cooper S) and Peter Voigt in the DRW-Imp. Tony Bullen's 850 Mini won the first class by over 3 secs from David Clement's Mini, and class 2 went by less than 1 sec to Cramer from the similar car of Sandy Hutchison. More Mini battles were seen in the next two classes, Brian Preston beating John Pascoe by 0.24 sec in 1.3 Cooper Ss, and Tom Christie beating Henry Blackledge by 0.44 sec in overbored Ss.

The prod sports classes went to Keith Ashby (Midget) from Judith Day's Marcos and the Midget of Fred Whitaker, and to Brian Alexander (TVR-Buick) from Ken Kenyon (E-type) and Way. Voigt had an easy time in the small GT class, and a new championship entrant, David Good, then provided what was perhaps the highlight of the meeting by making a long-awaited appearance at this hill with his latest Chevron B8. He knocked a full 1 sec off the old record with a 38.92 with the brilliant orange car, although he was perhaps lucky to have a dry surface on which to perform. Goodliff was 1.22 secs behind with the VitaMin.

The single-seater classes went to Geoff Inglis' Cooper-Norton from Lance O'Connell's Kieft-JAP, Fred Dicker's Cooper-JAP from Tom Elton's similar but younger Cooper, and, after Nick Williamson set BTD, to Elton's son Spencer in his twin-cam Brabham BT18. The weather played havoc with this class and the run-off, Mike McDowell (Brabham-Climax BT30X) and Chris Court BT21A t/c both being unfortunate.

For the run-off the track was slippery, but Williamson climbed in 38.80, only 0.69 sec outside his BTD time, to win with ease. Good was second from Voigt, Alexander, Goodliff and Gurston newcomer Jack Maurice in the ex-Ron Fry Ferrari 250LM, who had been third in the big GT class.

SUE COX.

BTD: Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 38.11 s.
Class winners: A. J. Bullen (850 Mini), 49.04 s; C. F. Cramer (1.0 Mini-Cooper S), 44.69 s; B. Preston (1.3 Mini-Cooper S), 44.40 s; T. B. Christie (1.3 Mini-Cooper S), 43.31 s; K. W. Ashby (1.5 MG Midget), 44.57 s; B. G. Alexander (3.5 TVR-Buick V8), 40.82 s; P. Voigt (1.0 DRW-Hillman Mk 4), 40.12 s; D. R. Good (2.0 Chevron-BMW B8), 38.92 s (record); G. Inglis (500 Cooper-Norton Mk 10), 44.19 s; F. Dicker (1.1 Cooper-JAP MK 8), 39.98 s; N. S. Elton (1.6 Brabham-Ford BT18 t/c), 38.26 s.

Ladies' award: Mrs T. Dunne (1.6 Brabham-Ford BT3 t/c), 45.60 s.

Top-ten run-off: 1. Williamson, 38.80 s; 2. Good, 40.32 s; 3. Voigt, 41.31 s; 4. Alexander, 41.82 s; 5. J. Goodliff (1.3 Mini GT), 42.47 s; 6. J. Maurice (3.0 Ferrari 250LM), 42.65 s; 7. J. Hill (1.6 U2-Ford MK 6), 43.35 s; 8. Cramer, 43.48 s; 9. D. Way (Morgan 4/4), 43.79 s; 10. Ashby, 45.98 s.

● Regs are out for the BARC Bristol & Bath Centre restricted Castrol/BARC Hillclimb Championship round at Wiscombe on June 29. BOC, Plymouth MC, Salisbury & Shaftesbury CC, 750MC, Taunton MC, Woolbridge MC, Yeovil CC, West of England MC, WHDCC and Exeter MC are invited, and entries (£3 10s) close on June 20; secretary of the meeting is G. E. A. Budge, 33 Birch Grove, Chippenham, Wilts.

Car-breaking Santa Pod

If nothing else, the BDHRA sixth annual Big Go, held at Santa Pod over Whitsun, proved one thing: you need more than just a fast car to win. You need a strong one. For a lot of racers it must have proved the most expensive meeting ever.

Tony Densham smoked the 427 Ford-powered *Commuter* through the quarter-mile in 8.50 secs at 171.82 mph, then the 'chute failed to open and once again he suffered a holed sump—backed up with a thrown bearing shell. Happily they were carrying spares (once bitten . . .) and sat up most of the night welding the sump and polishing the crank, and *Commuter* rolled to the line on Monday for another try. The smoking demonstration of brute horsepower lasted 8.56 secs as the dragster cleared the quarter-mile at 176.37 mph—it wasn't just a shell this time, it seems the bearing let loose, putting paid to a seven for yet another weekend.

Allan Herridge's beautiful Chevy-powered junior fueler had its first run of the season since being rebuilt, and cranked off 137.35 mph in 10.2 secs. He came out again 30 mins later, and threw up a 100-yds smoke-screen—it blew a piston. So did Harold Bull's storming little *Stripduster*. The king of the "Big Blow Boys" just has to be Mike Hutchinson, who smoked the blown Cadillac-powered *Hils Houndog* to 10.65 at 125.63 mph—and split the cam, the crank and the block!

MIKE COLLINS.

Divisions: Production, Bill Weichett (4.7 Trident-Ford). Sports production, Cliff Watts (1.3 Pipe Dream-BMC). Superstock, Clive Skilton (Vauxhall Ventora). Modified production, Bill Jayner (Plymouth Barracuda). Street altered, Joe Copp (Mighty Maverick-Chevrolet). Dragster, Mike Wheeler (1.0 Scorpion-Hillman).

Dragsters: Top, John Siggery (Geronimo-Olds-mobile). Mid, Tony Anderson (Trouble-Ford V8). Junior, John Whitmore (1.0 Climax-BMC).

Competition: Top, Dennis Priddle (Woofie-whistler-Chevrolet). Mid, David Render (3.5 Ginetta-Buick G12). Junior, Dave Florent (Ford Anglia).

Street: Top, A. C. Le Fort (3.3 Ferrari 250LM). Mid, Le Fort. Junior, A. Palmer (Ford).

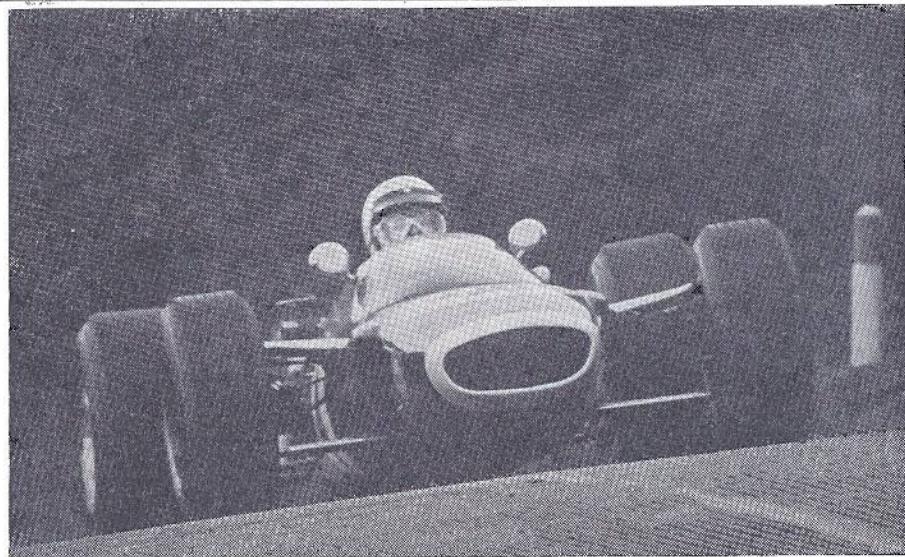
● The BDHRA ran a very poorly supported meet at Santa Pod last Sunday, when the dry weather was the only good feature. The runs were delayed until after 3 pm, partly because the organisers omitted to arrange the presence of an ambulance. Results:

Dragsters: Top, Maurice Hicks (Avenger-Jaguar), 12.30 s, 114.42 mph. Junior, Brian Parkin (Triumph-kart), 13.69 s, 98.14 mph.

Street: Top, Joe Rice (Little Maverick), 15.82 s, 100.50 mph. Junior, Cliff Jones (Sunbeam Rapier), 17.22 s, 79.00 mph.

● On June 29 the SWAC are running a restricted sprint at Llandow, with eight classes for saloons, sports/GTs, single-seaters and *libre*. The event is open to BRSCC, BARC South Wales, MGCC Bristol, Burnham-on-Sea MC, Hagley & DLCC, Tavern MC, Bridgend MC, Swansca MC, NSCC, Oxford MC and Welsh Counties CC, and entries (30s) close on June 25; regis from Colin Griffiths, 19 Winnipeg Drive, Cyncoed, Cardiff.

● The third round of the Santa Pod Sprint Championship organised by the London MC will be held at the Bedfordshire venue on July 13; its sponsor will be Turner-Friel Ltd, the concessionaires for Bardahl oil additive products.



Brian Cullen here taking the last bend in his twin-cam Lola T60, was one of the few drivers to climb Calary when heavy rain was falling on the second runs.

● Last year the MG Club (Irish Centre) had to cancel their Calary Hillclimb at the halfway stage when Frank Keane's Lotus-Alfa Romeo 18 saturated half the hill in oil. On Saturday, May 17, this event was effectively ruined again at the halfway mark when very heavy rain turned the tarred road into a skating rink and most of the fast boys declined to take their second runs.

BTD went to Richie Heeley, who was timed at 50.99 s in his blown 1.5 Lotus-Allard 31. Brian Cullen, one of the few to race in the wet, returned a 51.74 in his twin-cam Lola T60, and David Furlong did a very creditable 53.13 in his FF Lotus 61. Best of the saloons was Freddy Heaney in his 1.3 Hornet at 54 s, followed by Steve Griffin (1.3 Cooper S) at 54.71.

BTD: R. Heeley (1.5 Lotus-Ford 31 s/c), 50.99 s. **Class winners:** J. Keaney (1.0 Mini-Cooper S), 57.0 s; F. Heaney (1.3 Wolseley Hornet), 54.0 s; T. Jobling-Purser (2.0 BMW 2002) 58.05 s; C. Vard (2.0 Porsche 911S), 56.16 s; D. Furlong (FF Lotus 61), 53.13 s; R. Heeley 50.99 s. **Overall Handicap:** R. Newell (650 Leprechaun-BSA), 47.18 s; D. Humphreys (Triumph Herald), 48.69 s; R. Gorman (1.3 Mini-Cooper S), 49.03 s.

● Following his Barbon victory on Saturday, David Hepworth took his Hepworth-Olds to BTD in the BARC Yorks Centre's Montague Burton Trophy national at Harewood on Sunday, also winning the run-off from Jimmy Johnstone (Brabham-Buick), Roy Lane (Tech-Craft-Buick) and Mike MacDowell (Brabham-Climax). Jeff Goodliff set the only record of the afternoon when he broke the class 9 time with the BVRT MiniSprint. Full report next week. Results:

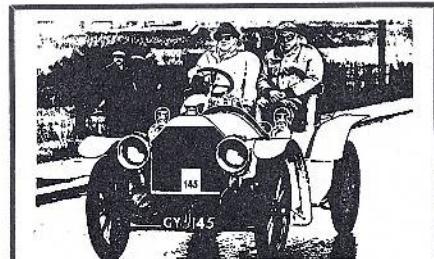
BTD: D. Hepworth (4.5 Hepworth-Oldsobile FF 4wd V8), 43.20 s.

Class winners: E. Stansfield (1.0 Mini-Cooper S), 53.51 s; R. White (1.6 Ford Cortina GT), 53.54 s; N. Porter (1.3 Mini-Cooper S), 50.25 s; E. Stansfield (1.0 Mini-Cooper S/c), 51.22 s; F. P. Kaye (1.3 Mini-Cooper S), 49.62 s; F. J. Whitmore (1.3 MG Midget), 51.74 s; R. Speak (1.8 MGB), 51.75 s; A. Mountain (4.2 Jaguar E), 50.56 s; J. W. Goodliff (1.3 MiniSprint s/c GT), 49.03 s (record); D. R. Good (2.0 Chevron-BMW B9) 47.95 s; R. J. Prest (1.6 Lotus-Ford 7), 49.45 s; H. Wilkinson (1.6 Lotus-Ford 23B 1/c), 46.22 s; J. M. McCarthey (1.8 Faldy-BRM 4wd V8), 51.04 s; F. H. Crosby (1.1 Mamba-BMC Mk 3), 50.00 s; C. B. Court (1.6 Brabham-Ford BT21A 1/c), 46.76 s; J. Johnstone (3.5 Brabham-Buick BT14 V8), 45.28 s; Hepworth, 43.94 s; J. Mitchell (Hispano Suiza), 90.4 s.

Top-10 run-off: 1, Hepworth, 43.20 s; 2, Johnstone, 43.95 s; 3, R. T. Lane (3.5 TechCraft-Buick V8), 44.93 s; 4, M. MacDowell (2.0 Brabham-Climax BT30X V8), 45.60 s; 5, C. C. Oakley (2.5 Cooper-Daimler T87 V8), 46.12 s; 6, Court, 46.54 s; 7, Goodliff, 47.32 s; 8, Good, 47.68 s; 9, Wilkinson, 48.09 s; 10, P. A. Blankstone (4.5 Brabham-Oldsobile BT21 4wd V8), failed.

● Regs are out for the Longton & DMC's restricted sprint on July 13 on the fast 1½-mile Burtonwood airfield course near Warrington, Lancs. BARC Y speed event classes will be used, and BARC Y, BRSCC NW, Liverpool MC, MGCC, MCMRC, Morecambe CC, SD34C, VSCC and YSSC are invited. Entries (£2) to Mrs M. J. Frew, 32 New Lane, Penwortham, Preston, Lancs (Preston 43933), by July 5.

● Coming up on July 20 is the BARC Yorks Centre's second restricted Vintage and Novices Hillclimb at Harewood. Regs are available from the club's Leeds office at 6 Sidney St, Vicar Lane.



Other events

● Racing chief constable John Gott was principal guest at the annual dinner, dance and presentation of awards of the East Midlands Association of Motor Clubs at the Grange Farm, Totton, near Nottingham, last Friday (May 30). He presented the trophies, including the association inter-club shield to Dukeries MC, and individual rally drivers and navigators awards to Dave Sutton and Colin Adkin.

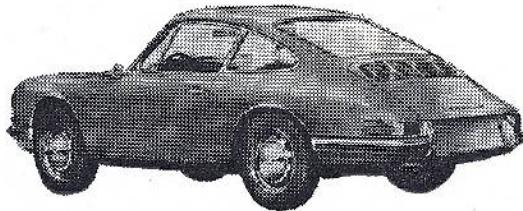
● The official results of the Farnborough DMC/Guildford MC Dimanche Tour Rally show that John Hodge/K. James were third in a fuel-injected Peugeot 404 with 1033 penalties, and that T. Patteson/Miss C. Lait (Cooper S) were eighth with 1151. The results we published last week should be amended accordingly.

● English driving test expert Rodney Goodchild won the Isle of Man Daily Mail driving tests on May 25 with his 1300 Cooper S. The tests formed part of the Manx Trophy Rally, and Colin Malkin's winning Imp won its class; David Smith (Escort GT) and Paul Kerridge (Honda 800S) were the other class winners.

MALAYA GARAGE

PORSCHE

DISTRIBUTORS FOR THE WHOLE OF SUSSEX



FOR YOUR NEW
912, 911T, 911E, 911S

THE CONTINENTAL CAR SPECIALISTS

MALAYA GARAGE

HIGH STREET, BILLINGSHURST

Tel: 2052/3/4



UNIPOWER G.T.

Appointed North London Agent!
For this most desirable car.

1,000 c.c.
Imp
conversion
£62.0.0.

Demonstration
Car
Available

LYNTON RACING



Agents
for

JAN SPEED

Race proved
Equipment

Road to full race
conversions for
engine & suspension.

All available from: **LYNTON RACING,**
FORTIS GREEN, N.2. 01-883 4036/9389.

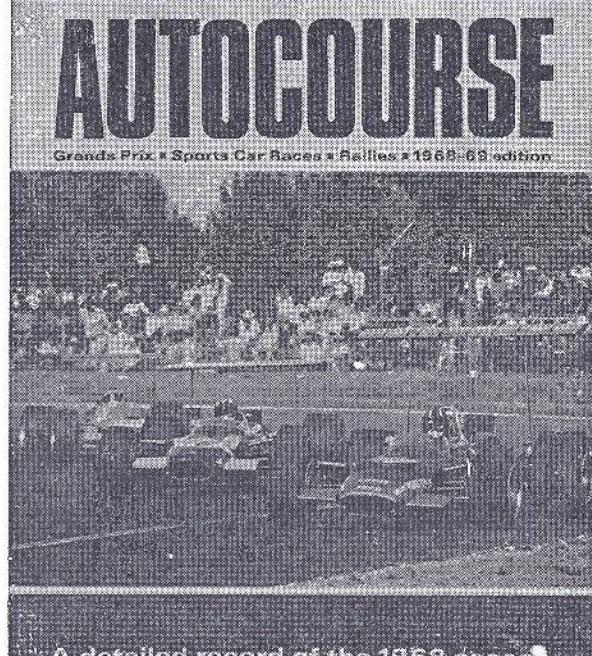
THE MOST COMPLETE ANNUAL OF THE MOTOR RACING YEAR

We have a limited supply available to
Autosport readers at 55/- including post & packing

MORE THAN 200 PAGES CONTAINING—

- ★ Unique Timekeepers' Charts—every driver's laptime for every lap of every Grand Prix
- ★ Complete year's coverage including the Mexican Grand Prix and the Can-Am Series
- ★ The Year's Top Ten Drivers—a controversial selection by the editor
- ★ Circuit Safety—a driver's-eye view by Jackie Stewart
- ★ The Development of Aerodynamics in Single Seat Racing Cars
- ★ Who Used What—the story of tyre development in 1968

FILL IN THE COUPON NOW



A detailed record of the 1968 season

To: Haymarket Press Ltd 9 Harrow Road London W2. Please send me a copy of AUTOCOURSE at the special price of 55/- (including post and packing).

Tick one box I enclose PO/Cheque for 55/-

NAME
ADDRESS
.....
DATE
.....

8008

CARS FOR SALE

AC

SPORTS CARS for sale and wanted. J. K. Sportscars. Tel: 01-340 7487. (23) 1961 ACE 2.6, ex-Ken Rudd, in excellent condition, £625. Tel: KEN 1149. (23)

ALFA ROMEO

ALFA ROMEO EXPORT CENTRE, 142 Holland Park Avenue, W11. Tel: 727 0611. (TC) **FOR SERVICE**, tuning, mechanical repairs, accident repairs. Blanca Auto Developments, 11 Tevan Road, Addiscombe. Tel: Iveydale 0497. Addiscombe 5678. (TCAW)

£460. 1965 Alfa Romeo TI Giulia 1600. 5-speed, 103 mph. White, seat belts, fully adjustable seats, new tyres. Tel: Lane End 8101. (23)

FOUR 14 in 5½J rims. Fergat. Used once. Also Giulia TI, 1965, bodyshell, C/W, trim and glass. Clearance prices. Tel: Seend 253 Wilts. (23)

1964 REGISTERED 2.6 SPIDER, LHD. Really magnificent condition throughout. Finished in Italian racing red with grey hide. Must be seen. £550. Smithfield Garage Ltd, Digbeth, Birmingham 5. Tel: 021-643 4577. (22)

LATE 1963 2600, grey with red leather interior, recently spent £280 overhauling engine/clutch/gearbox. 4 disc brakes, electric windows. £745 ono. Tel: 01-202 7663. Flat 5. (24)

1964 GIULIA 1600 sprint, rhd, excellent example, £615. Tel: KEN 1149. (23)

• NEW

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMPstead 1133. (TC)

ASTON MARTIN

DB 3-LITRE. Cost new in 1959 £3000, now £575. Tel: Newton Abbott 4072 (evenings). (22)

DB4 1960/61. Gunmetal blue. Red interior. New clutch recently fitted. Radio. A magnificent original vehicle. £975. Tel: 01-992 0637. (23)

ASTON MARTIN DB6 Vantage Model in new condition. Registered 1966. Accept £2800. 10,000 miles. This might be the cheapest but I defy anyone to find one in better condition. Tel: Sheffield 303233. (24)

ASTON-MARTIN DB2/4 GT saloon, Carmen red, black leather trim, bodily, mechanically mint condition (bills for £800) throughout, 3-litre Vantage engine, recently overhauled, new Avon Turbospeeds. Radio, w/mirrors, w/wheels, handbook, tools, etc. Taxed. MoT, must go to good home. First £395. Tel: Brighton 49916 after 5.30. (24)

ASTON MARTIN, 1955, DB2/4 3-litre Mk 1, good cond, radio, etc. £365. Tel: Chelmsford 72444. (23)

COLLECTOR'S PIECE. 1953 DB2 convertible, all rebuilt, resprayed Burgundy, natural hide. £775. Tel: 01-668 3212. (23)

SUPERB 1955 3-litre DB2/4, Mark I, chassis LML 675. Engine VR61/106, 64,000 miles. Front discs by works. Works maintained with detailed log of every spanner laid on her from new. Two owners only, late Earl Howe and myself. Blue/black, chrome vv. Excellent condition throughout. £625. Tel: Fewcett, Frensham 2570. (23)

DB5, 1965, one owner, 35,000 miles, finished in beautiful original carmen red with superb biscuit hide interior. Sundym windows. Selectaride, electric windows, aerial. Blaupunkt radio, chrome w/w, new RSSs, air horns. The whole car is really as new. £1895. Finance arranged, p/exchange considered. Tel: 01-363 1926 (Enfield). (23)

• NEW

H. W. MOTORS (George Abecassis) Ltd, Aston Martin distributors and leading retailers, demonstration car available. New Zealand Avenue. Tel: Walton-on-Thames 20404. (TC)

AUSTIN-HEALEY

SPORTS CARS for sale and wanted. J. K. Sportscars. Tel: 01-340 7487. (23)

SPIRE MK 1, Full Ashely GT conversion, new radials, excellent mechanics. MoT 1 year. £225. Tel: Romford 42877. (22)

AH 3000, 1968, spec. new interior, Radiomobile, wood rim wheel, recon clutch, gobox, o/drive, hard, soft top and tonneau, body venetian gold with black top, luggage rack, good tyres. £520 ono. Tel: Crewe 2124 (day). Crewe 67743 (evening). (22)

3000 MK 1, 2/4s, overdrive, 5J, w/w, new Clints, tonneau, hood, heater, spots, radio, metallic blue, T/T, vgc. £300. Baldwin, Knapp Close, Ledbury, Herefordshire. (23)

AUSTIN HEALEY 3000 MK 3, 1964, fuel injected, balanced engine, many extras, very fast. £675 ovno. K. Shire, The Garage, Trull, Taunton. Tel: 2491. (23)

AUSTIN HEALEY SPRITE, Mk 1, 1961, very smart, rust-free. £260. Arnold, 18 Linden Court, Bedford. Tel: 66870. (23)

F. 1968, Mk IV SPRITE, white, as new, usual extras, £630 ono, or exchange saloon car or "banger" and cash. Tel: 01-698 7296. (23)

MARK I SPRITE, tatty, complete less bonnet, hood and carbs. £50 ono. Tel: Chas. day 01-730 0931 Ext 40 or Lodge Hill 3711 evenings. (23)

LIMITED slip devices to fit all Spridgets, £17 10s. Money back guarantee. See Team Mosspeed Spares & Accessories. (24)

1965 SPRITE, red, good condition throughout. Best offer over £400. Tel: Bristol 75570. (23)

£595. 1965 (late) Healey 3000. BRG. wires, o/d, radio, spots, etc. Excellent. Consider exchange. Tel: 061-445 5142. (23)

AUTO UNION—AUDI

• NEW

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMPstead 1133. (TC)

AUTOSPORT

CLASSIFIED
ADVERTISEMENTS

Press time: Monday

Tel: 01-636 7766/3600

RATES

TRADE DESCRIPTIONS ACT, 1968

Close attention should be given to the requirements of the Trade Description Act, particularly regarding accurate descriptions of all goods offered for sale.

Advertisements which are received too late for a particular issue will be automatically inserted in the following issue unless accompanied by instructions to the contrary.

1s. per word. Minimum charge 15s. Semi-daily setting £3 10s. per single column inch. Display setting £27 per column and pro rata.

BOX NUMBERS: Facilities are available to private advertisers at an additional charge for two words (Box 0000) plus 2s. to defray the cost of bookings and postage. Replies should be

addressed to Box 000, c/o AUTOSPORT, Gillow House, 5 Winsley Street, Oxford Circus, London, W.1.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers, if satisfactory references are provided.

The publishers reserve the right to refuse or withdraw advertisements at their discretion and do not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.

YOU AND YOUR AUTOSPORT ADVERTISEMENTS

We would remind readers who wish to advertise in the classified pages of Autosport that these points should be observed to ensure insertion in the following week's edition:

- (1) All display copy must reach us no later than 3 p.m. Monday.
- (2) All classified advertisements must be with us no later than last post Monday.
- (3) To open an account, a Banker and Traders' reference must be supplied.
- (4) Should you wish to advertise with us on a "one-off" basis or only occasionally, please remember that **ALL CLASSIFIED ADVERTISEMENTS MUST BE PREPAID.**

BMW

• NEW

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMPstead 1133. (TC)

BOND EQUIPE

BOND EQUIPE, S.A.H. Ltd, Bond Equipe Distributors for Bedfordshire, offer the 1969 Mk 11 2-litre model for immediate delivery. In standard or modified form. Tel: Leighton Buzzard 3022. (TC)

COX

1968 COX GTM, 1275 Cooper S engine, discs, etc, only 8,000 miles (no competition). Really immaculate. This GTM must be one of the best ever built. Comprising many extras. Must be seen to be believed. £695. Full details on request. Box ASP 678. (23)

DAIMLER

DART, 1963, 1 owner. Detachable hard top. Unmarked. £565. HP poss. Tel: 01-254 1444 or 01-440 4195 (evenings). (23)

DAMAGED CARS

DAMAGED CARS Ford Mustang GT, red, V8, 4 speed, special wheels, damaged NSF. £650. 1967 E-type 2 plus 2, damaged front, £1000. Grey MGB GT wires, overdrive, slight damage, £750. Tel: Chesterfield 78363 or 4616. (23)

JENSEN INTERCEPTOR, 1968 (G reg), £950. Elan '67, £650. Elan '66, £450. Mercedes Sports Coupe, '65, £450. 1960 Mercedes 190SL, £475. MGA '59, £150. Alpine, £60. Tel: 01-579 4999. (23)

FERRARI

FERRARI 365 GTC. Rob Walkers invite enquiries for what must be the only secondhand example available in this country. Finished in dark metallic silver with blue upholstery, this very latest coupé has covered only 6000 miles as the personal transport of our Managing Director and is literally as new. Available now at a realistic price. For full details contact Hugh Rawdon at Chapman'slade (Wilts). Tel: 383. (23)

£1850. 1963, 2 plus 2 250 GT Pininfarina. White, overdrive, Borriani wheels, new Pirellies. Just had £300 spent on engine. 1st Class car, really worth while. Tel: Lane End 8101. (25)

1967 FERRARI 330 GT 2 + 2, Rob Walkers offer one of the last of this model to be produced, finished in dark metallic blue with pearl grey upholstery. It incorporates all the latest features and has covered only 15,000 miles since new. Available at almost half the cost of the current model. For full details contact Hugh Rawdon at Chapman'slade (Wilts). Tel: 383. (23)

1964 FERRARI 250 GT "LUSSO." Rob Walkers offer an excellent opportunity to purchase one of these rare and coveted models. This car is in excellent condition and was the subject of a complete engine overhaul at Ferrari in Italy less than 5000 miles ago. It is finished in dark blue, fitted with a radio and realistically priced at £3500. For full details contact Hugh Rawdon at Chapman'slade (Wilts). Tel: 383. (23)

£795. Ferrari 250GT. (Chassis number 0677 GT). Immaculate except needs very slight attention. LHD. Consider exchange. Tel: 061-445 5142. (23)

£2495. 275 GTB. Absolutely like new, full history, low mileage. Consider exchange. Tel: 061-445 5142. (23)

• NEW

MARANELLO CONCESSIONAIRES LTD, sole importers and concessionaires for the UK and Eire for Ferrari cars and spare parts. Tower Service Station, Egham By-Pass, Surrey. Tel: Egham 3966. (TC)

FIAT

MARANELLO CONCESSIONAIRES LTD, officially appointed retail dealers for Fiat. Tower Service Station, Egham By-Pass, Surrey. Tel: Egham 3966. (TC)

FORD

SAVAGE, Dec 1967, blue mink, 26,000 miles, radio, sunroof, must sell quickly. Tel: 01-947 2571 after 6 pm. (23)

997 cc class winning Anglia. Twin 40DCOE's, Adj suspension all round, close ratio box, 5-1 diff, discs, lightened. Hepolite racing pistons, solid crank, perspex. Trailer and towing vehicle available, etc. Motor just rebuilt for start of season. Domestic crisis forces sale at low price of £350 ono. Tel: Ruby 2660. (23)

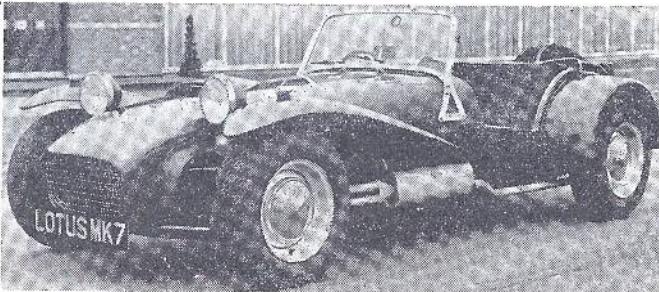
CORTINA 1600 E. New chrome sculptured wheels, £5 5s each. Tel: Romford 40997. (24)

1964 **CORTINA GT**. Modified engine, extras, exceptional condition, genuine sale. £325. Tel: Geoff, 01-965 1103, evenings/Sundays. (23)

SELECTION OF STOCK

Lotus Seven Series III. New in component form, red.	List
Lotus Seven Series II. Complete, less engine and gearbox, new.	£565
1968 Series II 1600 c.c. 2,000 miles.	£725
1968 (Nov.) Vauxhall Viva SL90. One owner, many extras.	£695
1963 Triumph Herald. Sun-roof resprayed white.	£265
1965 Mk. III Sprite. B.R.G. H.P. with third party insurance.	£425

Lotus 7's wanted for cash



FORD

RACE PROVED

LIMITED

JEFF UREN

FORD PERFORMANCE CENTRE

FORD PERFORMANCE

is Our Business

177 Uxbridge Road
Hanwell,
London, W7

Tel: 01-579 0991

Grams: Racereproved London W7

(TC)

ESCORT 1600 cc GT

1968 car fitted with special 1600 cc crossflow engine, close ratio gearbox, twin-cam suspension and brakes. Special exhaust system and 3.9 rear axle ratio. Less than 500 miles since conversion. White car with red trim. 1600cc, chrome wheels 2nd 165 x 13 G800 tyres. £695.

TERRY DRURY RACING,
2 The Trio, Lambs Lane,
Rainham, Essex.
Tel: Rainham 55238.

(23)

TWIN-CAM ANGLIA. Very neat job. Lowered all round. Panhard rod and anti-tramps rear, double roll bar front. 5½ wheels, new G800s, brake servo, bucket seats, all instruments. S/E Elan engine, metallic green/white, built 1150 miles (three weeks) ago to owner's specs (marriage, poor B). £600 ono. Tel: Shuttleworth, 01-788 6675 (after 6), or Slough 44161 ext 481 (day). Also very clean Zephyr 6, £300.

V.M.W. Motors

(Coalpit Heath) Ltd.

FORD PERFORMANCE DEALERS

OFFER the following new and used Specialist Cars:

NEW

Lotus Cortina. In ermine white with black interior. Latest spec. Choice of two.
Capri 1600 GT XL. In aubergine with black interior.
Cortina GT 4-door. In light blue, blue interior.
Escort GTE ('68 models). Light blue and blue mink. £80 off list

USED

1969 Capri 1600 GT L. In fir green, black interior, 4,000 miles only. £995

1969 Capri 1600. In silver fox, black interior, 6,000 miles. £945.

1967 Lotus Cortina. In drogoon red with black interior, one owner, very low mileage. An extremely attractive car at £895.

1967/8 F Cortina GT 1600 4-door. In blue mink, black interior, 5½ wheels, servo brakes, superspeed manifold, etc. £795

1967 Cortina 1500 GT 4-door. Blue mink, black interior, one owner (local vicar), 24,000 miles only guaranteed. £695

1967 Lotus Elan Coupé. In white, black interior, radio, electric windows, inertia seat belts, radial ply tyres, 19,000 miles only, one private, fastidious owner. This car is as new. £1,195

SPECIAL OFFER

1962 Jaguar E-type F.H.C. In opalescent dark blue, grey interior, fitted radio, Cinturatos, special equipment includes "D" type cam and gas flowed head, negative rear suspension with Koni shock absorbers all round, special servo brakes air ducted for no fade. This car was our director's personal car. Sold by us two years' ago and just returned to us on a new vehicle. £795

253 BADMINTON ROAD
COALPIT HEATH
Nr. BRISTOL
Tel: Winterbourne 8271/2/3/4

CATERHAM CAR SALES TOWN END, CATERHAM

Tel. Caterham 46666, Sales
42381, Service & Stores

LOTUS SUPER SEVEN

IN COMPONENT FORM £775
(Send S.A.E. for details)

A Lotus 7 was built from components in 4 hours 38 mins 15 secs at the Lotus Open Weekend. THIS WAS A WORLD RECORD so it will take you longer, but the assembly operations are exactly the same.

GILBERN

GILBERN 1800 GT, regd August 1965, metallic midnight blue, tan upholstery, very good condition. £725 ono. Tel: 061-834 8415 or WL 29866 (Cheshire). Southern demonstrations by appointment. (23)

GORDON KEEBLE

MECHANICAL AND BODY REPAIRS supervised by the designer, J. D. Keeble, Contract Keewest Developments Ltd, Solent Industrial Estate, Botley, Hants. Tel: Botley 2843 and 2170. (TC)

HILLMAN

HILLMAN IMP. 900 cc. Emery tuned. Twin Stroms, 5 branch exhaust manifold, rev counter, lowered, 5½js, taxed, Mot. £260 ono. Tel: POL 1193 after 7 pm. (23)

HISTORIC RACING CARS

HISTORIC RACING CAR wanted. Just prior 1960. Condition Immaculate. Write B. H. Thompson, 22 Carlton Road North, Weymouth, Dorset. (23)

HONDA

NEW
NEW Honda Mini and Sports now available. Moons Motors, Marylebone Road, NW1. Tel: 01-486 1927. (TC)

HUMBER

HUMBER SUPER SNIPE Estate Mk 1, 2.6-litre, 1959, well maintained. £130. Tel: Chelmsford 72444. (23)

JAGUAR

WANTED: 3.8 E-type. Preferably requiring slight mechanical or body repairs. Tel: St Albans 61000 (day). (28)

PARADE MOTORS (MITCHAM) LTD.



AUSTIN



AUSTIN HEALEY

USED CARS IN STOCK

Dates shown are registered dates

1969 (G) M.G.C. B.R.G., overdrive, wire wheels, heater, tonneau, very low mileage. £1,125

1969 (G) Austin 1300 Countryman. White, black interior, reclining seats, 2,000 miles only. £825

1968 (G) M.G.B. White, all synchro box, wire wheels, heater, tonneau, SP tyres. Still in warranty. Low mileage. £999

1968 (F) M.G. Midget. White, wire wheels, heater, very good condition. £645

1966 Austin-Healey Sprite. White, red interior, wire wheels, heater, tonneau. Supplied by us new, one owner. £495

1964 M.G.B. Red/black, two owners only. Whole history known. £550

1963 Austin Mini-Cooper. Red/black. In very good order. £265

1962 M.G. Midget. White, black trim. In superb condition. £285

NEW CARS FOR IMMEDIATE DELIVERY

M.G. Midgets. Various specifications and colours.

M.G.B. Various specifications and colours.

M.G.B. GT Mk. II. Various specifications and colours.

M.G. 1300 Mk. II. Saloon. White.

Austin Mini 1000 de-luxe. Blue.

Austin Mini-Cooper Mk. II. Red.

Austin Maxi. Fawn/brown.

Demonstration models available

M.G.C. GT, M.G. 1300 Mk. II, Austin Maxi

H.P. and insurance. Full After-Sales Service

PERSONAL EXPORT ENQUIRIES WELCOMED

66/67 MONARCH PARADE,
LONDON RD. MITCHAM, SURREY.
01-648 3392/7188
SPARES & ACCESSORIES 01-648 5141

LOTUS

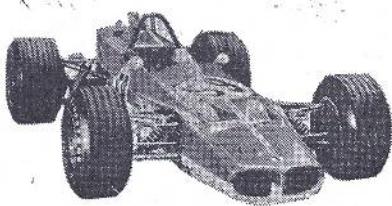


RACING SALES OFFER



LOTUS 61 "WEDGE" FORMULA FORD

Early delivery available on one red car, fully prepared and fitted Holbay engine and Hewland gears.



LOTUS 59 FORMULA 3

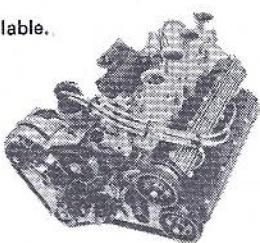
As currently raced by Gold Leaf Team Lotus. Early delivery of one car less engine.

NEW LOTUS 41C

Formula-Libre less engine and gearbox. Suitable for Formula-3 U.S. Formula-B or might make a really "Hairy" Formula-5000!!!

LOTUS LV/220

2 litre 16 valve racing engines. Available for retail sale from mid-Summer 1969. Price, Specifications, etc., on application. Very limited quantities available.



PARTS & SERVICE for RACING LOTUS

We have a very comprehensive stock of racing parts for all Lotus models including Cosworth, Holbay, Hewland, Girling, etc. Body sections or complete chassis, suspensions, drive shafts, wheels, screens, etc. Write, telephone or TELEX.

LOTUS RACING PARTS. LOTUS COMPONENTS LTD.

NORWICH, Norfolk, NOR92W
Tel: Wymondham 3411. Telex 97401.
Retail counter open Mon-Fri 8 a.m.-
6 p.m. Saturday 8 a.m.-12 noon
24 hour by return emergency service.

JAGUAR

SPORTS CARS for sale and wanted. J. K. Sportscars, Tel: 01-340 7487. (23)

HWM-JAGUAR. One of the three original and genuine 1956 ex-works hillclimb cars built for Phil Scragg. In superb condition throughout—fitted with brand new 3.8 D-type dry sump engine with wide angle head, Borrami wheels, etc. Car is just perfect and ready to race. Griffiths formula, £3500. Tel: Wilmslow (Cheshire) 27100. (23)

1964 (JULY) JAGUAR E-TYPE, FH coupe, silver grey, red trim, radio, heater rear window, excellent condition throughout. £950. Central Garage (Brixham) Ltd. Tel: 2474. (23)

XK120, 1954, drophead, white, £250 Just spent, new hood, resprayed, carpets, etc. Must be an investment at only £350. Tel: Southend 523065 evenings. (23)

E-TYPE roadster, 1961. New hood and tyres. Good throughout. £625. Terms poss. Tel: 01-254 1444 or 01-440 4195 (evenings). (23)

E-TYPE, 4.2, 1965. Soft and hard top, r/o/haul comp brakes and wheels, new tyres, Konis, etc. Private sale, £1,000. Tel: 01-PUT 4067, after 7 pm. (23)

JAGUAR E-TYPE, secondhand hard top and radiator. Tel: 01-574 5364. (23)

E-type 4.2, FHC, 1965, metallic maroon/beige trim, 27,000 miles, extras include: Sundyn glass, sunshine roof, Motorola, heated rear window, Kenlowe, alarm, etc. Only £995. Possible exchange/finance. Tel: Regate 47296. (23)

JAGUAR E-TYPE, secondhand hard top and radiator. Tel: 01-574 5364. (23)

E-type 4.2, FHC, 1965, metallic maroon/beige trim, 27,000 miles, extras include: Sundyn glass, sunshine roof, Motorola, heated rear window, Kenlowe, alarm, etc. Only £995. Possible exchange/finance. Tel: Regate 47296. (23)

JENSEN

WANTED: Newish model Interceptor or FF, Lotus, Aston, Ferrari. Cash waiting. Tel: Regate 47296/42179. (23)

JENSEN 541/R (DS7) type, 1959, 4-litre, approx only 20 left in existence out of 53 built. Fitted radio, seat belts, lights, etc. Performs as true throbored, T/S, O/D, 150 mph. Maintained regardless of cost, now only needs reupholstery to perfect. £1350. Tel: Chelmsford 72444. (23)

LOTUS

LOTUS ELITE spares. Bob Morgan, Four Flags, 113 High Street, Staines. Tel: Staines 55186. (TC)

HAVE A DRY WINTER. Lotus Elan Hardtops from £25. F.G.R., Martins Road, Shortlands, Bromley. Tel: 01-464 5445/6. (TC)

A MOTOR CLUB for the Lotus owner and the motor enthusiast with direct access to Gold Leaf team Lotus and the factory. Join Club Lotus, 128 Newmarket Road, Norwich, NOR 2BD. (TC)

SPORTS CARS for sale and wanted. J. K. Sportscars, Tel: 01-340 7487. (23)

LOTUS SPARES

Our stores are now at 67/69 Drayton Gardens, Chelsea, SW10.

A comprehensive stock of Lotus road car spares always available.

Tel: 01-370 4114
Telex: 22584

LEN STREET (ENG) LTD

(TC)

1968 (F) LOTUS ELAN + 2: A unique opportunity to acquire a genuine 3000 mile example of this coveted model. Sold and serviced by ourselves and used as a second car by a director of a public company. Realistically priced at £1795. Rob Walker's Corsley Garage, Chapman'slade (Wilts). Tel: 383. (23)

1967 (F) LOTUS ELAN + 2, finished in dark red. This one-owner car has covered 22,000 miles. Is in superb condition. Attractively priced at £1695. Rob Walker's Corsley Garage, Chapman'slade (Wilts). Tel: 383. (23)

1967 (E) LOTUS ELAN FHC. This car has been meticulously maintained by one owner, and is attractively finished in metallic silver. Fitted radio, tinted windscreen, alarm, KOWs and extra instruments. Thoroughly recommended at £1145. Rob Walker's Corsley Garage, Chapman'slade (Wilts). Tel: 383. (23)

LOTUS CORTINA, Oct 1965. Engine overhauled. Radio. Taxed Feb. MoT. Usual colours. Leaf springs. Perfect condition. £590. Tel: Preston 76288. (23)

IAN WALKER LTD
Lotus Main Agents.

SALES, SERVICE, CRASH REPAIRS
ALL LOTUS SPARES

Good used Lotus and sports cars bought for cash.

236 Woodhouse Road,
London, N12.
Tel: 01-368 6281/4.

OPEN ALL DAY MON-SAT.

(52)

ELAN, July 1967. S/E, FHC, radio, knock-on wheels, etc. £1070 ono. Exchanges, terms. Perfect car. Tel: Chesterfield 57174 (day), 2973 (evenings). (23)

ELAN S2, '65, hardtop, radio, blue, low mileage, £850. 36 Huntington Crescent, Halesowen, Worcs, evenings, weekends. (24)

LOTUS-CORTINA, Feb 1968, unboxed or rallied 17,000 miles, £875. Kent, Honeydon Road, Colnworth, Bedford. Tel: Bedford 67466 (works). (23)

LOTUS 47

converted to road use by millionaire as expensive toy, reputed 140 bhp twin-cam engine coupled to FT200 Hewland 5-speed box, 10 ins rear wheels magnesium and 8 ins fronts, fully trimmed heater, carpets, etc. tangerine with a matt black top. Outstanding, quick road car or suitable for track at very little cost. Offers around £2000.

Tel: Markyate 663 (evenings).

Verlam Cottage

River Hill

Falmstead, Herts.

(24)

THE FORD MAIN DEALER

NORMAN REEVES

1969 Reg. Cortina 2-door GT. Radio, cigar lighter, wheel trims, 900 miles only. £925

1969 Escort GT. 2,300 miles only. £775

1967 F. M.G.B. GT. In white, overdrive, wire wheels, sun-roof, racing mirrors, low mileage, one owner. £1,075

1965 Triumph Vitesse Convertible. Finished in white, black trim. Very good condition. £455

1964 Jaguar 3.4 "S". Finished in golden sand, overdrive, new factory re-con. engine just fitted, perfect condition. £695

ESCORT TWIN CAMS FOR IMMEDIATE DELIVERY

UXBRIDGE: High St. Tel. 33444.
SOUTHALL: Park Ave. Tel. 01-574 8886.
SLough: Windsor Rd. Tel. 23844.
HIGH WYCOMBE: Oxford Rd. Tel. 23111.

ROB WALKERS HAVE THE LOTUS YOU WANT

Special Equipment or standard models are offered in a choice of colours and various specifications. For a most generous allowance on your present car and details of our nation-wide delivery service, contact:

HUGH RAWDON
at CHAPMAN'SLADE (WILTS) 383 (TC)

1967 **LOTUS ELAN**, BRM, FHC, 10,000 miles, Immaculate, £1475. Tel: Billinghurst 2052/3/4. (23)

1965 **S2 ELAN**, BRG, yellow bumpers, KOs, radio, tonneau, exceptional condition. £795. Tel: St Albans 53153, after 6 pm 55754. (23)

1967 **LOTUS-CORTINA**, white, black interior, excellent condition. Must be seen. £830. Tel: evenings Southend 523065. (23)

WANTED: Elan chassis bodyshell, S3-S4, tie rods, diff, anti-roll bar and bushes. Rotaflex couplings. Must be good condition. Tel: 01-573 0785. (23)

VRM	
DEMONSTRATIONS IN ALL LOTUS MODELS	
Earliest possible delivery on all Lotus models Export enquiries welcome	
A selection of cars from our carefully chosen used car stock:	
1968 G reg. Lotus Elan F.H.C. Lotus yellow, one owner, as new, radio. £1,425	
1968 (F) Lotus Elan +2. Wedgewood blue, one owner, maintained by Lotus. £1,775	
1968 (G) Lotus Elan +2. Red, fitted all usual extras. £1,825	
1967 Lotus Elan F.H.C. S/E. (Silver Streak). This is a special custom built Lotus Elan with a host of extras. £1,235	
1965 Jaguar E-type Roadster. Dark blue, black upholstery, chrome wires, radio. £1,295	
1967 M.G. Midget Sports. Trafalgar blue, radio, w/wheels, Motolita. £675	
1966 M.G.B. Tartan red, w/w, o/d, radio, immaculate condition. £745	
1966 M.G.B. Dark blue, fitted radio, folding hood, tonneau cover, Cinturato tyres. £695	
1967 GT Cortina. 4-door in velvet blue, one owner from new. Excellent condition. £695	
1966 Austin Mini-Cooper. Red, with black roof, one owner, low mileage. £445	
1967/68 Vauxhall Viva SL90 de-luxe saloon. White, black trim, many extras, low mileage. £645	
1963 Ford Classic GT. Modifications include GT engine, lowered suspension, wide wheels, etc. £325	
1963 M.G.B. Metallic blue, wire wheels, radio, excellent condition. £495	
1962 Austin-Healey Sprite. White, fitted radio, luggage rack. £295	

Please contact us at:

VICTOR RAYSBROOK MOTORS LTD
182 High Street, Watford
Telephone: Watford 41281

LOTUS

ROBERT GLASS offers for sale his fully-sorted all independent clubmen's Lotus Seven. Ex-Philip Tose. Very successful car, 2 class wins, 1 first overall, 1 third overall this season. Holds long and short Cadwell lap records. Rebuilt beginning of this season, immaculate in metallic dark blue, less engine, gearbox and instruments. £280. 207 Park Road, Tel: Peterborough 66559. Weekends or Cambridge 53231 weekday evenings. (23)

VERY FAST 1964 ELAN CONVERTIBLE, well above average condition, usual extras. £745 ovnd. Tel: 0380-2906. (23)

LOTUS CORTINA, 1967 MAY, 18,500 miles only, white with green flash, oil cooler, wind tones, radio, excellent condition throughout, £840. Richardson, 14 Church End, Ravensden. Tel: Ravensden 516 or Bedford 67583. (23)

1964 LOTUS CORTINA, fitted V6 Zodiac engine, £430, V6 Zodiac engine, complete with Weber, exhausts, etc. £125. Damaged 1966 Cortina, nearside front, £145. Tel: after 6 pm Pembury 3191. (23)

LOTUS OWNERS IN ILFORD AREA. First class work carried out on all Lotus and high performance cars. Personal attention to all customers. DAVID SMITH, MOTOR ENGINEERS, RO/50.52 High St, Barkingside, Ilford, Essex. Tel: 550 2035. Evenings 550 9928. (26)

1968 LOTUS ELAN S2, choice of 2, £795. Terms/exchanges. Tel: Bourne End 24413 or Maidenhead 26925. (23)

1968 ELAN DHC. A fabulous low mileage example in yellow, radio, KOs, £1275. Terms/exchanges. Tel: Bourne End 24413 or Maidenhead 26925. (23)

ELAN 1963. £695.
June 1963. 2 owners. 38,000 miles.
Finished in yellow.
LEN (ENG) LTD.
67/69 Drayton Gardens,
Chelsea, SW10.
Tel: 01-370 4114. (23)

1967 LOTUS CORTINA, true 13,000 miles, never raced or bent, white, faultlessly maintained, genuine value, £880. Mackay. Tel: Northiam 3213 (Sussex). (24)

1967/8 (F) ELAN S/E FHC, red, black interior, electric windows, KOs, servo brakes, etc. 11,000 miles, £1240 ono. Tel: 01-777 8520 after 7 pm. (23)

1965 LOTUS CORTINA, 19,000 miles, Maserati horns, Kenlow fan, radio. In immaculate condition, £610 ono. HP arranged. 49 Moorway, Poulton, Lancs. Tel: Blackpool 2113 days. (23)

LOTUS CORTINA 1966, immaculate example, reclining seats, radio, etc. £680. Tel: Horsham 2809. (23)

ROB WALKERS offer, 1968 G, Elan +2 in French blue with black trim, 7,000 miles. One owner. A first class, immaculate example, £1,795; 1967 F, Elan +2 in white with black trim, 12,000 miles. Supplied and serviced by us. A really good and carefully maintained example, £1,695. For further details and finest part exchange price, contact Michael Brown, Rob Walkers Ltd, Parkstone, Dorset. Tel: Dorset 6145. (23)

MARCOS

HEXAGON OF HIGHGATE LTD

Marcos distributors for London and Home Counties offer immediate deliveries on most colours. Demonstration car always available. 1600 prices from only £1570.

26 North Hill, Highgate, N6.
Tel: 01-340 3431. (TC)

MARCOS car wanted for cash. Tel: 01-340 3431. (TC)
YOUR NEW MARCOS from the SPECIALIST Export Distributors. Demonstrations. No fuss—less cost. John Sprinzel, 32 Lancaster Mews, W2. Tel: 01-723 1478. (TC)

MOTOR RACING ENTERPRISES

OFFER FOR SALE SECONDHAND CARS

Merlyn Mk. 11A. The ex-Gowrings car exactly as driven by James Hunt. Set up on Avon tyres, resprung in dragoon red. A very successful and competitive car.

Merlyn Mk. 11. To a spec. Ex-John Elliot, many wins, fitted with rebuilt Steele motor.

Titan Mk. 4. Ex-Tony Dron. All the latest Lucas mods, ready to race.

McLaren M4A Formula 2 rolling chassis, ready to accept FVA or twin-cam. This car would make ideal Formula Libre/Formula B car.

ENGINES

1968 FVA, Completely rebuilt since last used.

Chris Steele Formula Ford Engine, 8 races only. Completely rebuilt since last used.

**STATION ROAD
BOURNE END
BUCKS**
Tel: 22763/20624/21650

WILSONS — MARCOS
DISTRIBUTORS FOR THE SOUTH

TRIUMPH

Immediate delivery in all colours.

OPEN SUNDAYS

NEW CARS

MARCOS 1600 & 3-litre. Choice of colours.
SPITFIRES. Choice of colours.
GT6, White, o/d.

TR5, 1300, White.
M.G.B. & GTs. Choice of colours.
MIDGET & SPRITES. Choice of colours.
COOPER & COOPER "S". Choice of four.
VITESSE 2-litre Saloon Valencia.
CARAVELLE Drop head, white.
E-TYPE, New, but reg., white, chrome w/w.
RENAULT R16 & TS. Choice of colours.
SEED CARS.

ASTON MARTIN DB6, 67. Automatic, olive, usual Aston refinements, chrome w/w, 14,000 miles, power steering. £3,375

E-TYPE, 67 (F), B.R.G., chrome, w/w, D.H.C., radio, 12,000 miles, h/top. £1,775

LOTUS 2+2, 69. Yellow. £1,895

68. Red, 12,000 miles. £1,695

65. D.H.C. Yellow, radio. £845

67. S/E, F.H.C., Royal blue, mag. wheels, stereo tape, radio. £1,225

MARCOS, 68 (G). Bermuda yellow, chrome w/w, radio, 6,000 miles. £1,425

68. Silver, mag. wheels, 9,000 miles. £1,225

TR5, 69 (G). Royal blue, 150 miles. £795

TRA, 67 (P). Coupe, White, o/d, 12,000 miles. £935

66. Blue, o/d, w/w, one owner, 27,000 miles. £595

64. Powder blue, o/d. £595

63. White, 8,000 miles, new engine. £525

67. White, o/d, w/w, 13,000 miles. £895

67. White, w/w, radio, one owner. £845

GT6, 67 (Feb.). Blue, w/w, o/d, one owner. £795

VITESSE CONVERTIBLE, 67. 2-litre, white. £795

67 (F). Royal blue, o/d. £795

65. Blue, black, low mileage. £435

M.G.B. GT, 69. Red, 2,000 miles. £1,425

68. B.R.G., w/w, o/d, 16,000 miles. £1,095

68. Pink, H. blue, w/w, 3,000 miles. £1,095

67. White, o/d, black. £975

67. Blue, w/w, o/d, sun-roof, radio. £995

65. Met. silver blue, w/w. £625

M.G.C., 69. Sun-roof, reclining seats. £915

68. Red, w/w, 11,000 miles. £1,045

COOPER, 62. Green/white, new engine and gearbox fitted recently, sun-roof, good condition for year. £265

CORTINA GT, 68. 2-door, burnt sand, one owner, radio, oil cooler. £795

68 (G). White, 3,000 miles. £875

67. 4-door, dark green. £695

ALPINE, 66, GT, blue, radio. £655

67. GT, B.R.G., one owner, above average mileage. £675

64. GT, White, w/w, o/d. £625

67. GR, Red. £425

SCHIMITAR, 65. White, o/d, w/w, radio. £845

HONDA, 67 (P). White, one owner. £695

SPITFIRE, 67. Mk. III, h/top, radio, one owner. £665

66. Royal blue, one owner, radio, h/top, w/w. £555

64. CARAVELLE, 64. Met. green. £425

We also buy good, used sports cars.

I-3 DORKING ROAD, EPSOM, SURREY Tel: Epsom 23901

WILSONS

DISTRIBUTOR

MASERATI

£1550. 1966 Sebring, like new throughout, bright red, Borranis, electric windows, etc, LHD. Consider exchange. Tel: 061-445 5142. (23)

MERCEDES-BENZ

● NEW

ALAN DAY LTD., 341-7 Finchley Road, Hampstead, NW3. Tel: 01-HAMPstead 1133. (TC)

MG

TOULMIN MOTORS (1962) LTD.

The MG SPECIALISTS.

New and used spares. All models.
Fibreglass panels, distributors.
All ToLMin parts requisites, exchange seats.
Oil cooler sets, exhaust systems.
Exchange engines, gearboxes, axles, steering.
Official PMC Stockists.

181 London Road, Isleworth, Middx.
Tel: ISLeworth 01-560 1722 and 01-560 2288. (TC)

MGB OR GT, overdrive and wire wheels wanted for cash. Tel: 01-340 3431. (TC)

SPECIAL OFFER: 5½ x 14 MGB Dunlop steel wheels, brand new, 70s each. Carr paid. Asquith Bros Ltd, Staincliffe, Dewsbury. Tel: Heckmondwike 2001, 2503. (24)

SPORTS CARS for sale and wanted. J. K. Sportscars. Tel: 01-340 7487. (23)

WANTED. MGB, bonnet, grill, bumper, over-riders. 5 Blackbrook Lane, Bromley, Kent. Tel: 01-467 1536 (evenings).

MGA 1600, FHC, 1960, red, £335. Tel: Mr Jamieson, Hastings 28221 (day) or Tunbridge Wells 21561 (weekends). (23)

MGs WANTED, TOP CASH PRICES

Any models. Any condition.

Dismantling MGA, ZA, ZB, TF, TD, TC, TA, PA, J2, NA, M type

Also 16 In, 17 In, 18 In, 19 In, tyres and wheels

Ex-Staines branch

Rebuilt short block assemblies for
MGA, TF, TD, TC (available on pay as you drive)
Ex-Crawley branch

S. H. RICHARDSON & SONS LTD

Tel: Crawley 24222, Staines 55388. (TC)

MIDGET '64, Bermuda top, £325. Tel: 01-478 8473, 01-554 4736. (23)

Largest stocks of
MG SPARES IN THE NORTH
All available parts for 1932 onwards.
Let us know your requirements.
SAE with enquiries please.

ARCHWAY ENGINEERING LTD

The MG Specialists
Collier Street, Liverpool Road,
Manchester, M3 4WL
Tel: 061-834 6455

Always a good selection of MGs in stock (TC)

1964 MGB, red, overdrive, recon engine, new wide radials, good condition, nearest offer £500. HP possible. Tel: Cheltenham 55707, daytime. (24)

RED MIDGET, Mk III, July 1968, 5,000 miles. Immaculate condition and genuine, £699 including extras. Tel: 01-546 1487. (23)

1968 MGB GT, wire wheels, BRG, black interior, as new, extras, £1,050 ono. Tel: St Albans 56273. (24)

FRANK WILLIAMS
RACING SERVICE

Lotus 7, 1172 cc Clubman's Car. Fully sorted, ideal car for beginner. £300

Brabham BT23C F2. Completely rebuilt, full history available.

Formula 2 Ford Cosworth FVA Engines. Choice of 3 Hewland FG 300 Gearboxes. Choice of 2.

We have a good selection of new and used 13 in. and 15 in. tyres in current mixes and sizes.

Details also available of our race preparation service.

Address:

361 BATH ROAD

CIPPNENHAM, SLOUGH, BUCKS

Telephone: Burnham 4646

Telegraphic Address: 'Racecars' Slough



THE OLDEST LOTUS DEALER IN THE
MIDLANDS

Early delivery standard drophead coupé white Elan
also standard royal blue fixed-head coupé

ASHMORE BROS.

THE MIDLANDS SPORTS CAR CENTRE
SALES SPARES SERVICE

All new Lotus Elan models for early delivery

WE ARE OFFERING THIS WEEK

Ford GT40	Full race trim. Mag. wheels, etc. Perfect condition.	£4,250 o.n.o.
1967 Spitfire.	With hard top. White with black.	£395
1967 E-type Jaguar 2+2.	Yellow with black trim, chrome wires. Radio, etc.	£1,795
1964 1½-litre Lotus Elan +2.	Light blue.	£1,695
1967 F reg. Lotus Elan.	Red, low mileage.	£1,275
1964 Alfa Romeo Giulia Sprint GT.	As new. Offers.	
1965 Austin Healey Sprite.	White, above average.	£400
1967 F Reg. Lotus Elan +2.	Red, low mileage.	£1,695
1964 Triumph Spitfire.	Maroon, wire wheels, radio, above average condition.	£400
Lotus Elan. Lightweight special bodied race/road car. Twin cam engine, racing wheels and tyres.	Offers	
1966 M.G. Midget.	Red, wire wheels, as new.	£495
(Open Sundays: 10 am-3 pm Car sales only)		
Please telephone:		
WEST BROMWICH 2350/3103 ROEBUCK LANE WEST BROMWICH		

RACING CARS

FORMULA 5000

Colin Crabbe is considering selling his BRM Ford F5000 car owing to other commitments. Tailored for the larger man it is based on a 1967 H16 monocoque and powered by a special 302 cu ins steel Ford racing engine. Included in the spare parts is about 95% of a second car.

Serious enquiries please to:

39 Main Street,
Baston, Nr Peterborough.
Tel: Greatford 288.

(23)

EX-PETER COLLIS. ex-Tony Marsh Cooper Mk 4 Triumph 500 for sale with trailer. Second in class Wiscombe 1968. Record class time at Thruxton. Offers to Stevens, Edington, Bridgwater. Tel: Chilton Polden 391.

ALEXIS MK 14 FORMULA FORD. complete. Contact Jeremy Gambs at Guildford 61897 from 7.30 am to 7.30 pm.

TEAM ELITE 47. BRM phase IV. 175 bhp, Lucas PI, twin pot calipers, new tyres, spare wheels, 2 sets tyres, gear ratios, rebuilt 1969, £2300. Tel: 01-437 3141 (day), 01-723 6455 (evenings).

ROBERT GLASS offers for sale his fully-sorted all independent clubmen's Lotus Seven. Ex-Philip Tosc. Very successful car, 2 class wins, 1 first overall, 1 third overall this season. Holds long and short Cadwell lap records. Rebuilt beginning of this season, immaculate in metallic dark blue, less engine, gearbox and instruments. £280. 207 Park Road. Tel: Peterborough 66559 weekends or Cambridge 63231 weekday evenings.

CHEVRON-BMW. 1969, immaculate condition, £2950 with spares. Would part exchange entire equipment (Triumph 2000 with new 4-wheel trailer) for good open E-type. Tel: 041-248 5816 day, 041-339 3878 evening.

EX-MIKE KEARON Broadspeed Mini 1300, full-race every possible mod, ready to race, £695. Part exchange accepted. Tel: 051-526 1189.

NEW RACING ANGLIA

Ex eng, mag wheels, low profile tyres, full racing suspension, aluminium doors. Metelflake spray. Flared arches, etc. This car is brand new and cost over £1000. Ex eng. Must sell. £350 o.n.o.

Also

1870 cc twin-cam Ford eng, all steel, 45DCOES, brand new. Just been built by Norman Abbott. Must sell. £495.

Tel: HAM 1951 evg, 01-485 5277 day.

(23)

MK 9 U2 FF. Adjustable rose joint, suspension chromed, 4 races only, trailer, short of cash for sales. Saloon taken part payment. Tel: Rowhams 3429 (Hants).

DIVA GT. red, 1100, dry sump, Holbay motor, magnificent condition. Ready for immediate competition. £525. Tel: Preston 58455.

LOTUS 18 rolling chassis, complete less engine and box, ideal rear engine mono/bilge car, £150. Tel: Totton (Hampshire) 3022.

LOTUS 51B. Brought up to C spec. New Uptone engine, Lazebny C/R gears, 2nd in 1968 Lotus Championship, still in GLTL colours. £730 o.n.o. Tel: 01-374 4609 (evenings).

GROUP 6 sports racer, new aluminium body, less engine and gearbox, with rose-jointed suspension. £800. Tel: 01-7540.

IMMACULATE Clubman's U2 Mk 8. 1600 crossflow twin 45's. 4th in class, superb specimen, ready to race. Tel: Cheddington 600.

LOLA T70 Mk 3 GT

Built March 1968, as raced successfully by Ulf Norinder during 1968 season. Completely rebuilt as spare car for participation in 1969 Daytona 24-hour race but not used. Whole car exactly as new including all latest specifications, modifications too numerous to list. Prefer to sell less engine and gearbox although a gearbox is available. Can be sprayed to customer's own colours.

Offers around £3250.

Contact: Rod Sawyer, Ulf Norinder Racing Ltd,

19-21 Shenley Road, Borehamwood, Herts.

Tel: 01-953 0469.

(23)

ELVA Courier Spyder. 1960, rebuilt MGA engine, highly polished and balanced, not yet run in. New suspension parts, brakes, wheels, tyres, 12 months MOT, taxed, 110 plus mph with vivid acceleration. £280, p/exch poss. Tel: West Chiltington (Sussex) 2088.

KEIFT FJ rolling chassis spare suspension. 2 Renault boxes, Lotus bellhousing. Mag rear wheels, Herald discs front, £75 o.n.o. 10SE solid cranks, just reground - 010 with bearings £10 each. 997 block, bored with GT pistons, £12 10s. Pair 5½ J Herald wheels £7.85 Avenue Road, Rugby. Tel: ORU 6135.

FULL-RACE GT40

Ex-Sid Taylor. This car has been completely rebuilt regardless of cost and has since completed Martini 300 and RAC TT. For full details and specification including price:

Tel: Billingham 2052/3/4

Trailer, wheels, tyres and many spares available.

(23)

LOTUS 47A, used twice, in perfect condition, lift-off body. Europa interior, Hewland FT200 gearbox, Hutchinson. Tel: Hull 29244 (weekdays).

MINI 7 RACER. Full race engine, new wheels and tyres, many other new parts, requires completion. No time. £275 o.n.o. Details: Tel: 01-303 9629 (Sidcup).

FULL RACE ANGLIA converted to take twin-cam. 8½ J's, all usual mods, complete less engine, £225 o.n.o. Tel: Potters Bar 59368.

GOLDSEAL

CAR COMPANY LTD

ASS. NEW CROSS MOTOR CO. LTD.
NEW CARS



All new LOTUS models very early delivery, excellent terms and service. Demonstration without obligation by appointment anywhere London area. Specialists in personal export. Prompt and efficient service. Contact us for all your LOTUS requirements.

M.G. GT. Black, wire wheels.

M.G. GT. Mineral blue, wire wheels, overdrive.

M.G. GT. Tartan red, wire wheels, overdrive.

M.G. Roadster. Mineral blue, wire wheels.

M.G. Roadster. Pale primrose, wire wheels.

M.G. Roadster. Pale primrose, wire wheels, overdrive.

M.G. Midget Mk. III. Tartan red, SP tyres, t/cover.

M.G. 1300 Saloons. Fawn brown.



MORRIS

Mini-Cooper 998. Blue/white.
Mini-Cooper 998. White/black.
Mini 1000 Super De-Luxe. White.
Mini 1000 Super De-Luxe. Blue.
Morris 1800S. White. Available shortly.

PERSONAL EXPORT ENQUIRIES ON ALL NEW CARS HANDLED QUICKLY AND WE SPECIALISE IN PERSONAL EXPORT EFFICIENTLY

A SELECTION FROM STOCK:

£2,975 Mercedes Benz 230 SL Coupé, 1966. Fitted hardtops tops, P.A.S. automatic transmission. Finished in Autumn gold with contrasting interior.

£2,565 Pontiac Firebird Convertible, G Reg. Automatic transmission, P.A.S. Big V8 unit, FM radio, narrow band tyres. Finished in pale primrose with matching interior and weather equipment.

£2,345 Bentley S2, 1962. Finished in black pearl over shell grey. A faultless example fitted with all usual extras.

£1,695 Lotus Elan +2. In Cirrus white with black trim. F reg. An unmarked example.

£1,365 Gilbern Genie, 1968. Finished in immaculate Rolls Royce Regal red, one owner, 11,000 miles, wire wheels, overdrive. A four-seater GT car.

£1,275 Jaguar E-type Roadster 4,2, 1965. In silver blue with dark blue interior. Fitted radio, etc. Immaculate. Full history available.

£1,245 Lotus Elan F.H.C. S.E, 1967. In Lotus yellow with black interior, fitted radio, head rest, etc.

£1,195 Lotus Convertible, 1967. In metallic cobalt blue, a low mileage, one owner car with full service history, fitted k.o. wheels, radio and new tyres. £1,145 M.G.B. GT, Mk. II, G reg. In snowberry white with black trim, wire wheels, etc., a low mileage car supplied new by us to one owner.

£1,095 Alfa Romeo Giulia Sprint GT, 1966. In cirrus white with red interior. Excellent condition. All usual extras.

£1,095 M.G.C. Roadster, 1968. Finished in snowberry white with black trim, fitted Bermuda hard top, with tinted glass, wire wheels, overdrive, SP sports tyres. Immaculate throughout.

£1,025 Lotus Elan F.H.C., 1966. Finished in powder blue with black interior, k.c. wheels, SP sports tyres, radio, etc.

£995 M.G.B. GT, 1967 E reg. In B.R.G. with black trim, overdrive, wire wheels, new XAS tyres.

£795 TVR Vixen, 1968. Finished in metallic emerald green with black trim. Fitted radio, wire wheels, etc., one owner, low mileage.

£945 M.G.B. Roadstar, F reg. In snowberry white with red interior. Fitted chromium wire wheels, radio, record player, twin spots, cigarette lighter, tinted windscreen, 11,000 recorded miles.

£725 Triumph TR4 Dove F.T. fixed-head. With adjustable seats, wire wheels, radio. White with black interior. Fitted overdrive, Cinturatos, etc. Excellent order throughout.

£695 M.G.B. Roadster, 1966. Finished in metallic grey, one owner, low mileage, fitted Cinturatos, radio and record player.

£595 Volvo P1800 fixed-head coupé, 1962. Ivory with contrasting trim, overdrive, a good example of this unusual car.

£695 Lotus Super Seven, 1968 G reg. A one-owner car finished in aluminium and yellow. Low mileage. Very good condition throughout.

£685 Honda S800 F.H.C. F reg. A superb car finished in silver grey with black interior. Fitted SP tyres.

£545 Lotus Cortina, 1964. Sprayed by Ford in Goodwood green with new with black interior. Excellent body and mechanical order. New SP sports.

£515 Triumph Spitfire, 1966, Mk. II. Finished in spa white with black interior, fitted radio, etc. Excellent order throughout.

253-5 & 392 New Cross Road

LONDON S.E.14

Tel: 01-639 3204/5/6

01-692 4607

for those
who demand
quality

THE ENTHUSIAST SEATS CONTOUR 6

Competition Driving De-luxe

For years the Contour 6 has been used by International Teams and Drivers throughout the Competition World. Side Bolsters now extended in length for additional lateral location. All welded construction provides maximum strength with low weight.

U.K. Price £18.10.0 (Packing & Carriage extra)

FROM STOCK:

Contour 6 Driver's P.V.C.	£18.10.0
Contour Recliners Passenger P.V.C.	£25
Contour Traveller P.V.C.	£24
Also Head Rests for the above in P.V.C.	£4.19.6
Frames and Runners for Cortina Mk. I & II	
B.M.C., Mini and Escort	£2.5.0

PACKING AND CARRIAGE EXTRA ON ALL ITEMS
BLACK CLOTH SEATS CAN BE OBTAINED FOR
£1 EXTRA

HODGSONS OF RETFORD
London Road, Retford, Notts
Tel: 2266

RACING CARS

FORD GT 40

Full-race car, 4736 engine, ventilated discs, etc. Engine and gearbox rebuilt. Complete with spare wheels and new Firestone wets. Built 1968. Excellent condition throughout.

Fletcher, Glenside, Alua Clacks, Scotland
Tel: Alua 441. (23)

FORMULA 2 LOTUS 59B

A unique opportunity to acquire the only available example of this year's best Formula 2 car. For sale together with two FVA engines (one of which is a brand new 1969 model) and all the equipment necessary for serious Formula 2 racing.

Enquiries to Mr Street,
LEN STREET (ENGINEERING) LTD.,
67-69 DRAYTON GARDENS,
CHELSEA, SW10.
Tel: 01-370 4114. (23)

LONDON SPORTS CAR CENTRE



Flying has become so popular for both pleasure and business that we have formed an Aviation division.

AIRCRAFT FOR SALE

New Beech Musketeer	£9,274
Used Twin Comanche. Full I.F.R. equipped.	£12,500
Used Piper Cherokee	£4,250
Used Beechcraft Bonanza. Total time 850 hours	£9,250

Quarter shares available in Single Comanche 250. Based Elstree Aerodrome. £2,000 each share, finance available.

For information on learning to fly, chartering an aircraft, group ownership, or just to talk aeroplanes, why not call TERRY C. STEWART at the

LONDON SPORTS CAR CENTRE
HIGH STREET
EDGWARE MIDDLESEX
Telephone 01 952 6171 Telex 261215

MINI 7, rebuilt engine, lightweight shell, trailer, marriage forces sale, offers to Tel: 01-554 9528. (23)

FULL-RACE ANGLIA, less engine and gearbox. Immaculately prepared on 1967 bodyshell. All known modifications. Complete with choice of differentials. Offers. Tel: Finedon (Northants) 223. (23)

1293 S full race Mini, every modification for competitive racing. Mallory 40.6. £550. Tel: Nottingham 240542. (23)

JEFF HODGSON'S yellow Chevron B8/BMW. Don Parker trailer plus rain wheels and tyres. £2750. Cars taken in part exchange. Hodgson Motors Ltd, Tel: Rhyl 3600/51328. (23)

MCLAREN 2, 1968. F2 monocoque cars, less engine/gearbox. Fully sorted, just stripped and rebuilt, half cost at £1250 each. Warner. Tel: 01-995 0022. (23)

FORMULA FORD WEDGE LOTUS 51 for sale due to change of plans. Tel: Chesterfield 78010. (23)

RACING E-TYPE

Fully lightened, ex-John Lewis. Fantastic performance. Trailer, spares, accessories. Exchanges.

Tel: Chesterfield 78010 (23)

RELIANT

SABRE SIX GT, 30,000, 1964, metallic maroon, Zephyr Six, Weber conversion, o/d 2.3, top, W/W, G800s. Immaculate, £395 ono. P/E Tiger/E. Tel: Rickmansworth 77977, home: Rickmansworth 77600. (23)

RILEY

WHITE rebuilt half race Riley, 1.5, flexible, reliable, mods too numerous to mention. 5'2js. £280. Must sell, emigrating. Tel: Windsor 62952. (23)

SAAB

S.A.H. ACCESSORIES LTD., Distributors for Bedfordshire. Leighton Buzzard, Beds. Tel: 3022. (TC)

SPECIALS

SPRINTING SPECIAL, Simulou L7/U2, spares, 998 cc Ford, no trailer, £195. Tel: Nottm 248492. (24)

SUNBEAM

ALPINE, 1961, series II, wife's car, moonstone, recon engine/gearbox, hard top, soft top, tonneau, radials, taxed, nice condition. £285. Tel: Walton on Thames 23818. (22)

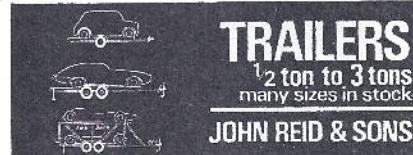
SUNBEAM TIGER, 1966, white, H/S tops, £650 ono. Tel: Shipley 55161. (23)

1967 TIGER, Low mileage, £895. 1966 Tiger, £785. 1965, £645. Terms possible. Tel: 01-254 1444 or 01-440 4195 (evenings). (23)

1965 TIGER, immaculate condition, £575. 1963 Alpine, radio, immaculate, MOT, taxed, £350. Tel: 01-579 4999. (23)

ALPINE GT, Sept '63, overdrive, etc. MoT April 1970, extras. Excellent condition, £385. Tel: Coolham (Horsham) 393 evenings. (23)

TRAILERS



TRAILERS
1/2 ton to 3 tons
many sizes in stock

JOHN REID & SONS

90-93 Mill Rd Christchurch Hants Tel: 3333

RACING CAR TRAILERS and Transporters made in all capacities from 8 cwt upwards. Halston Engineering Ltd, Railway Rd, Newhaven. Tel: Newhaven 2371 1181. (TC)

RACING CAR and transporter trailers, components, accessories, towing brackets. Don Parker Motors Showrooms, 113 St Johns Hill, SW11. Tel: Battersea 7327. (TC)

TWO-WHEEL TRAILER to suit Anglia, Mini or Midget. New tyres, 50 mill hitch, £25. Tel: Potters Bar 59368. (24)

£45: trailer, professionally built with capacity of 15 cwt. Tel: Tibury 332. (23)

TRAILER, suit Anglia, Mini, etc. Used twice since built, brakes, 13 ins wheels, 50 mm hitch, £40. Tel: Garner, 01-769 3055 after 6 pm. (23)

TRIUMPH

TR4A with overdrive and wire wheels wanted for cash. Tel: 01-340 3431. (TC)

SPORTS CAR for sale and wanted. J. K. Sportscars, Tel: 01-340 7487. (23)

WANTED. Mr. II Spitfire, preferably with hard top, wire wheels. Must be reasonably priced. Cash. Tel: St. Albans 61000 (daytime). (27)

SPITFIRE, Mk. III. F reg, stored. Royal blue. Fitted overdrive, SP tyres, as now throughout. £695. Allan Bros, 356/364 London Rd, Mitcham. Tel: 01-648 1171. (23)

1967 SPITFIRE IIIA, Dark blue, absolute snip. £700. Tel: Shuttleworth, 01-788 6675 (after 6). (23)

SPITFIRES: Choice of 4. £350/£725. Tel: Bourne End 24413 or Maldenhead 26925. (23)

TR3A, new doors, sills, wings, floor, front rear, s/screws, crank, clutch, carbs, etc, £275. Tel: Eastasy 632. (23)

SPORTSCAR DIVISION

NOW IN STOCK

1959 (Dec.) TR3A Roadster . W/W, o/d, h/s top.	£315
1962 Mini-Cooper . Blue/white.	£225
1963 Spitfire . Immaculate.	£355
1965 Spitfire . White with red upholstery.	£425
1965 M.G. Midget . In black, Motorola radio.	£439
Maserati 3500 GT Circa 1960 . Extremely potent and very impressive.	£800
14 ft. Speed/Ski boat . Near new Chrysler 45 outboard. Offers invited	

H.P. AND SPORTSCAR PX WELCOMED INSURANCE ARRANGED

Tel: 692 7564 or Call

at

243 LEWISHAM WAY
with your requirements

SPITFIRE Mk 3, hood, bootlid and steering wheel, as new. £12 ono. Mears, 36 Medway Court, Birches Road, Roffey, Horsham, Sussex. (23)

TR4A, Nov 66. Immaculately maintained. Midnight blue. Surrey top, o/drive, w/wheels. Blaupunkt radio. Competition suspension, oil cooler, Servo discs, alarm, new G800s. £750 ono. Tel: 01-435 9253. (23)

● NEW

S.A.H. LTD., Triumphune Specialists and dealers, early delivery current models, standard or modified to specification. Tel: Leighton Buzzard 3022. (TC)

UNCLASSIFIED

DOWNTON ENGINEERING WORKS LTD., MORRIS, AUSTIN and MG retail dealers offer early delivery on the Austin and Morris 1800s, modified for fast touring or to customer's requirements. BMC Minis, 11s, Sprite and Midgets also supplied in standard form or equipped with our own conversions. Write for details, Downton, Salisbury, Wilts. Tel: Downton 312 or 351. (TC)

UNIPOWER GT

SALES & SERVICE, Monty & Ward, High Street, Edenbridge, Kent. Tel: Edenbridge 3636. (TC)

UNIPOWER CARS LTD have for sale at all times new and used Unipower GT. Prompt deliveries and efficient after sales and service. UniPower Cars, Ace Works, Cumberland Ave, NW10. Tel: 01-965 2370 or 1225. (TC)

BALANCING

HILLTHORNE for balancing crank rods and pistons. Reborning, crank grinding, surface grinding. Steel caps for Fords. All pistons, rings, bearings and gaskets in stock. 188 Uxbridge Road, Hanwell, W7. Tel: Ealing 0878. (TC)

SPORTS CARS

FROM

ELLIS MOOR LTD

(LOTUS DEALERS)

Elan S4 F.H.C. S/E. Royal blue.

Elan S4 D.H.C. Red.

Elan +2 "S".

Ford Capri 2000 GT XLR.

1968 G Elan +2. Our own Demonstrator. £1,745

1967 E Chevrolet Camaro. Yellow. £1,695

1968 F Elan S4 S/E F.H.C. Yellow. £1,295

1967 F Lotus Cortina. White. £925

1966 Scimitar 2.6. Radio, o/d, w/wheels. £895

1966 M.G.B. Radio, Cinturatos, white. £695

1968 G Mini Marcos 1293 "S". Cosmic wheels. £695

1966 Alpine GT. Hard top, radio. £645

1967 F Honda S800 D.H.C. White. £645

1965 M.G.B. Grey, radio. £625

1967 E M.G. Midget. Red. £565

1967 E Honda S800 D.H.C. White. £560

1962 Aston Martin DB4 (DB5 engine).

1966 Elan S3 F.H.C. Blue. £560

Insurance and H.P. arranged

111 NEW BRIDGE STREET

NEWCASTLE UPON TYNE 1

23434/25964



SPORTS CAR CENTRE

PLACE AN ORDER FOR YOUR NEW
ELAN +2s AT SLM NOW FOR EARLY
DELIVERY

1967 Lotus Elan s/e, dhc, pb radio, Lotus yellow £1,175
1967/8 F reg. Lotus Elan s3, s/e, radio, exceptional, metallic blue, £1,275
1966 Jaguar 4.2 E-type, drop head, one owner, chrome w/w, recorded mileage 23,000, radio, dark blue, £1,465
1967/8 F reg. Audi Super 90, red, pb radio, immaculate, must be seen, at £998
1966 Daimler Sovereign, s/roof, pb radio, low mileage, maroon/tan trim, outstanding condition, £1,475
1968/9 G reg. M.G.B. GT, w/w, overdrive, as new, dark blue, £1,275

SOUTH LONDON MOTORS

512/522 Streatham High Road, S.W.16. 01-764 4444

BALANCING

BALANCE

FOLLOW THE LEADERS IN THE FIELD!
SAME DAY SERVICE AT COMPETITIVE PRICES

GORDON SMITH ENGINEERING
Halesowen, Birmingham, Tel: 021-550-3211/2

(TC)

BODY CONVERSIONS

MINIS DESEAMED. Professional deseaming and wheel-arches flaring. Bring your car along for a free quotation. Milltree of Mitcham, 6-10 The Garages, Ridge Road, Mitcham, Surrey. Tel: 01-648 3535 (day), Lodge Hill 2696 (evening). (23)

BODYSHELLS

MINI BODY. white, complete with S back, subframe and logbook. £550 ono. Tel: Barry 01-856 5107. (23)

MOTORWAY SPORTS CARS LTD.

SPORTS CARS URGENTLY WANTED

S/HAND TONNEAU COVERS £5

THE CARS—We pride ourselves our cars are the finest available. They are fully pre-sale checked and serviced (large workshop facilities) and most cars made 1962 onwards are parts and labour guaranteed for 3 months or 3,000 miles. Generous price reductions if this is not done. We can respray the car to your colour choice.

THE FINANCES AND ARRANGEMENTS—We take almost anything in part exchange. H.P. is easily arranged at 40% deposit, balance over 24 months. Third party insurance is O.K. on balances up to £100. No guarantors required. Insurance arranged cheaply with good companies and by instalments on request.

THE PLACE—We are on the A2 between the M2 motorway (1 mile) and Canterbury (6 miles). 50 miles from London (mostly Motorway standard). Our postal address is: The Street, Boughton, Nr. Faversham, Kent.

THE TIME—We are open Monday to Wednesday 9-6. Thursday to Saturday 9-9. Sunday (not fully staffed) 10-6.

THE TELEPHONE NUMBER

Boughton 223 or by STD 022-775 223.

CAMSHAFTS
RACE, RALLY, ROAD cams for all Fords, BMC, Imp, Viva, etc. From £5 exchange or outright. Jeff Howe Exhausts, Main Road, West Kingsdown, Kent. Tel: 2347. (One minute from Branks Hatch.) (TC)

#4 CAMSHAFTS PROFILERED for all makes of cars for Racing, Autocross, Rallying, Sports and Sprinting. Profiles for British, Continental and American engines. Prices from £4, plus postage. Specialists in repairing and reprofiling worn vintage and obsolete cams. McIntosh Eng. 71 Stephen Street, Newcastle upon Tyne NE6 1JX. (TC)

CARBURETTORS

V.W. DERRINGTON LTD.

FOR ALL

WEBER CARBURETTORS

SALES AND SPARES

Manifolds, Air Trumpets, Air Cleaners, Gaskets, 'O' Rings, etc.

159-161 London Road, Kingston 5621/2, Surrey.

(TC)

WEBER'S'

FROM

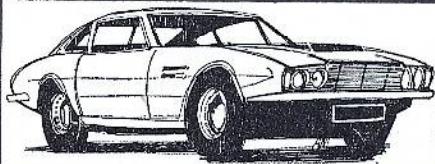
RADBOURNE

ARE JUST THAT LITTLE BIT BETTER

8 BRAMBER ROAD, LONDON W.14 01-385 4374

LARGEST SPARES AND SERVICE CENTRE IN U.K.

HUGE SELECTION



SPORTS CARS

1968 Triumph TR5 PI Overdrive 2500. Well, that's about the longest name any sports car has but this deserves even more. Finished in velvet blue with black trim. This one-owner, low-mileage vehicle is fitted with push-button Motorola radio plus Slot-Stereo tape plus wire wheels. I could go on but better you see for yourself. Truly Stanborough value. £1,049

1963 Volvo P1800. Oh, dear! you'll never believe this, but I promise you it's true. This superb vehicle has covered only 37,000 miles from new. When you view this car you will only confirm what I've said. The condition is out of this world. Finished in white with red trim; overdrive naturally, only two fastidious owners. If you are fond of Volvo you'll absolutely love this one. £759

1965 Triumph Spitfire Mk. II. This delightful little vehicle has only just come into stock. Finished in red with black hood and trim. Supplied with overdrive. Ring for fuller details. The price. £479

1961 Sunbeam Alpine. We've had some cars in the past that have been enthusiastically maintained, but this I feel sure must be definitely the supreme example. On the mechanical side: recently fitted 2 new Zenith carbs, new coil, new distributor, leads and plugs, new servo unit, etc. On the appearance side—wait for it! Detachable hard top, rally covers, padded racing wheel, push-button Motorola radio, full instrumentation, wire wheels, twin Lucas spot lights, wing mirrors, luggage rack, reversing lights, petrol locking cap, seat belts. All this wrapped up in gold with black top. Once again Stanborough value. Only £349

1960 Sunbeam Alpine. Don't let the year worry you, this little darling has had the engine and gearbox reconditioned 7,000 miles ago. Extremely good condition throughout. Cintex and radio fitted, finished in grey with red trim and black hood, which is like new. Hurry though, cars like this never stay long. £229

1964 Triumph Spitfire. We are the champions, there's no doubt about it. We keep finding these little gems to offer to you realistically. Finished in brilliant red coachwork. This Spit is a wonderful advert to the fine line of Triumph Sports vehicles. Supplied with Pirelli Cinturato, wing mirrors and petrol locking cap. All this for only £429

1966 M.G. Midget. By huge public demand. We have searched high and low to bring you this little beauty. Blazing red coachwork with black trim. Really stunning in every respect. Wire wheels, push-button radio and padded racing wheel all fitted, to make this even greater value for money. £559

1968 Bond Equipe GT. Now this sought-after vehicle is supplied with a 6-cylinder Triumph 2000 engine. The Equipe has always been popular for their performance but now they really excel. Finished in almost unmarked white cellulose with black trim. Fabulous saving from new. Offered at our great bargain price. £799

1961 Aston Martin DB4 Superleggra. We think these Aston are the aristocrats of sports cars. Finished in a beautiful ice blue with light hide trim. A really spectacular looking car. Extras include chrome wire wheels, etc. Wonderful car, wonderful value. £999

1967 Triumph Spitfire Mk. III. New improved big engine Spit. All the desirable extras including overdrive, push-button radio, leather steering wheel, reversing lights and seat belts, finished in B.R.G. with black trim and hood. Offered as a great saving from new. £699

1967 "F" M.G. Midget. Fantastic looking vehicle, finished in very posh velvet blue with black trim, and to make it above the run of the mill Midget wire wheels have been fitted, also racing mirrors and woodrim steering wheel. I'll say no more except this price. £699

1964 Mercedes 230SL. This is the car you will love to drive and love to be seen in. The only problem is it creates an attraction to the opposite sex. Finished in metallic mid-maroon with black trim, hard and soft tops, Blue Spot radio. Written description cannot do true justice. £1,649

1967 Jaguar E-type 2+2 F.H.C. This is a real dream car, finished in primrose yellow with black trim and chrome w/wheels. Meticulously maintained throughout. Pushbutton Radiomobile supplied to keep you in touch with earth. Joking apart, you really must come and inspect this vehicle, it really is the tops. £1,649

ONLY A SAMPLE OF OUR STOCK

STANBOROUGH MOTORS

740-765 ST. ALBANS ROAD
GARSTON, WATFORD, HERTS
Tel. Now: Garston Herts 72246
From London Dial GR7 2246

WIN FORMULA FORD WITH DULON - MAXPERENCO

1st SILVERSTONE APRIL 26

1st SILVERSTONE MAY 4

1st BRANDS HATCH MAY 11

1st LLANDOW MAY 26

MAXPERENCO PRODUCTS LTD

COMPLETE WINNING CAR ONLY £1,245

Available in kit form from £345

Delivery: Kits ex-stock, complete car 14 days

BALDON LANE, NUNEHAM COURTEENAY, OXFORD

Maxperenco engines as used to win by

Ian Taylor. Complete dry sump ready to

race £265

Tel: Didcot 2935

ENGINEERING SERVICES

GORDON SMITH OFFER ENGINEERING PERFORMANCE!

Crankshaft Grinding, Cylinder Reborning,
Line Boring for Steel Caps, Surface Grinding
**HEAVY DUTY BEARINGS, RACING PISTONS, ALL ENGINE
SPARES, FULL RACE FLYWHEEL LIGHTENING.** Trade terms
Bromsgrove Rd., Halesowen, Birmingham
021-550-3211/2

(TC)

ALLOY WELDING. Specialised repairs to Blocks,
Heads, Crankcases, Camshafts and Rockers. Hard-
faced Alloy tanks made to order. Liselott Welding
Services, 9A Broadway, Bexleyheath. Tel: 9831. (52)

WELDING SPECIALISTS

Don't scrap it, let us weld it.

Casting repairs, ferrous, non-ferrous, hard surfacing.

HAYWARD & KIMBERLEY LTD

12 St Luke's Mews, London W11.

Tel: 01-727 9149

(TC)

RICHARDSONS offer complete engines, reconditioning
service. (All available on pay as you drive). Tel:
Crawley 24222.

(TC)

ENGINES

COVENTRY CLIMAX LOTUS-FORD

Competition or race preparation and road tuning, etc.

BOB MORGAN

Four Flags, 113 High Street, Staines

Tel: 55186

(TC)

CORNFIELD & SMITH

LIMITED

(AUTOMOBILE AND ELECTRICAL ENGINEERS)

WINDMILL GARAGE

PEMBROKE ROAD

RUISLIP, MIDDLESEX

Telephone: Ruislip 32072

FORD AND B.M.C. GARAGE CLEAR OUT

Ford 1650 Twin Cam. Full Competition Unit 150 b.h.p. Can be seen running.	£325
Cooper 998 Transmission (overhauled)	£20
Matched Pair Marchal Spotlights	£5
1 Ford GT6 Camshaft	£5
28/36 Weber On Manifold, 6 months' old—suit Ford	£12.10.0
Ford Wooler Lightweight Remote Control (new)	£8
1 S/H 3.9 Ford Diff.	£12.10.0
1 HRG Exhaust Manifold (Ford)	£1.10.0
Fiat 1100 Flywheel and Ring Gear (new)	£8
2 6x13 Pearce Wheels (k.o. hubs)	£15
1 Ford GT Camshaft	£5
1 Ford Lawrence Camshaft	£5
1 Brabham B.T.X. Camshaft	£7.10.0
1 D.D. Solex Jetted 1650 Ford	£7.10.0
1 6-bolt Lightweight Flywheel	£5.10.0
Set (5) Triumph TR Wheels	£10.10.0
2 5½ Wheels (Ford) Fitted Good Tyres	£10.10.0
2 175x13 Dunlop SP41 Almost new	£8
1 0-10000 Smiths Elec. Tach.	£5
1 H.R.G. Inlet Manifold (Ford)	£2.10.0
B.M.C. Inlet Manifolds R.J.V. Suit Minis and 1100s D.D. each	£4
Various SU Carbs	
1 B.M.C. Fully Re-Con. "A" type Engine or Exchange	£30

LANCASHIRE AUTOMOBILE CLUB

THOLT-Y-WILL

NAT. OPEN HILLCLIMB 21/22 JUNE

REGS ETC.

L. BRAITHWAITE, 53 WHITTINGHAM LANE,
BROUGHTON, PRESTON. PR3 5DA

MINI 1275 S. Taurus head, alloy rocker cover, fully balanced. Complete with gearbox and transmission units. 1½ in SU's, etc. No generator otherwise absolute complete unit. 15,000 miles only. £200. Box ASP 669.

SUPER-SPEED full race 1650 engine with race winning history. 130/140 bhp. £145. Tel: Ware 5123. (22)

1293 cc DOWNTON full race engine and gearbox, limited slip diff, straight cut gear, balanced 45DCOE, the lot £250 ono. Tel: Stoke on Trent 22545. (22)

JANSPED OFFER for sale their 850 cc short-stroke based all-race engine, large valves. Salsbury diff, etc. Engine prepared for this year's championship but change of plans forces sale. £325. Janspeed. Tel: Salsbury 22002. (22)

JANSPED OFFER for sale their 1000 cc full race engine. This engine was used to win the Osram championship last season and has been completely rebuilt as new for this season, large valve head, LSD, etc. £340. Janspeed. Tel: Salsbury 22002. (22)

FORD. New 1300 GT engine not yet run in. £85 ono. 997 engine, £15 ono. Tel: Willingham 322 evenings. (22)

TR2 ENGINE, good cond, clutch, etc. £20. Buyer collects. Other parts. Ralph, 117 Leigham Court Drive, Leigh-on-Sea, Essex. (23)

MARTIN FORD, all steel 1860 cc, 12-valve engine complete with Webers and electrics. Offers, will split. Tel: 051-339 4467 after 8 pm. (23)

COOPER 997 engine on Gold Seal gobox, complete unit except no starter motor. £105. S discs/hubs/clipers/dif/shifts. £28. S distributor, £3. Tel: MIT 6201. TUL 4710. (23)

FVA, two 16-valve fuel injection units, all complete. One race since rebuild. £1000 below cost at £1500 each. Warner. Tel: 01-995 0022. (23)

1340 ENGINE for sale, fully balanced, lightened, road/rally cam (new). Steel mains supports, high comp head, 200 miles since built, complete with new clutch, 113E gearbox, starter, distributor, etc. £55. Tel: 01-769 3055. Garner, after 6 pm. (23)

1600 TWIN CAM LOTUS, brand new, complete, balanced, modified head and cams, must sell for best offer. Tel: Downland 51087 (Epsom). (23)

FULLY BALANCE 998 cc S engine, stage three head, done 8000 mls, complete with gearbox. £90 ono. Tel: Barry 01-856 5107. (23)

FORMULA THREE Holbay racing engine complete with down draught head, carb, clutch, exhaust system, oil pumps, electrics, etc. etc. £550 ono. Further details, Wright, 11 Lemans Drive, Stancliffe, Dewsbury. Tel: 2195 evenings. Heckmondwike. (24)

FULL RACE Ford 120 bhp p/r engine. £110. Stage III 1216 cc Climax, complete all ancillaries including Webers, MG cir gobox. £150. Tel: Colnbrook 3874. Ascot 20040. (23)

LOTUS twin-cam bottom end, as new, 125EC rods. Latest pistons, 5 bolt flywheel diaphragm, clutch, racing distributor. £100 ono. Tel: Earl Soham 338 Suffolk. (23)

CLIMAX FPF 2.2-litre Mk II head, engine stripped for rebuild, new crank, pistons, liners. £295 on/o. Further details, Tel: Redditch 5461 (daytime), Droitwich 2064 (evenings). (23)

CHRIS SMITH offers his fast 1340 cc Sprite engine, which has all the best "goodies", big valve head, forged pistons, nitrided crank, steel flywheel. F2 clutch, lightened, rods, rockers, pushrods, c/followers, t/gears. This must be sold, so sensible offers to Chris. Tel: 021-558 4108. (23)

1293's engine, gearbox, race head, 731 steel flywheel, 45 Weber. Competition exhaust, 2000 miles only. Absolutely complete. £185. Tel: Ingolbourn 45566, Ext 103, Styles. (23)

FLAMEPROOF COATING

SPEREX FLAMEPROOF COATING for exhaust systems and industrial equipment, 13 colours, cans and aerosols. Accessory shops, garages or direct. All European agents enquires welcomed. Sperex Sales, 3078 Criklewood Broadway, London NW2. Tel: 01-452 6500. (TC)

GEARBOXES

ALL HEWLAND gearboxes, spares, services. Cortina limited-slip differentials, obtainable from Hewland Engineering Ltd, Boyne Valley Industrial Estate, Boyne Valley Road, Maidenhead, Berks. Tel: 20696. (TC)

S-SPEED HEWLAND gearbox for Cortina, Escort or Elan. Good condition. Offers. Magnesium bellhousing, tech del, new, £15. Tel: 051-339 4467 after 8 pm. (23)

WANTED, 8/31 CW&P for Hewland FT200. Tel: Mickel 041-429 0174. (24)

GLASS FIBRE

DIAL PLASTICS

Specialists in Glassfibre Mouldings

Bonnets, boots and doors of all popular makes in stock, but any panel can be made to order. Seat shells can also be supplied, three basic shapes being used. These can be varied on a weight strength basis to customers' requirements.

Any vehicle race prepared or customised to order. Instant body repairs to race damaged cars. Telephone requirements for immediate service. Deep gloss eight-coat respray, average £30.

DIALS PLASTICS

Dial Wharf, Thames Road, Grays, Essex, Tel: Grays, Thurrock 3205. (TC)

TEAM MOSPEED

Glass fibre panels and alloy gas tanks
Mk II and Mk III Sprite bonnets £19 10s
Sprite doorsills (no right) £5 5s a pair
Anglia doors £9 15s each
Mk II Mini boot lids (all models) £3 12s 6d

SPECIAL OFFER

One piece Mini front sections £12 10s
Ordered in June
Many other panels available
Note our new address:

Factory 2, Burnham Trading Estate,
Burnham Road, Dartford, Kent
Tel: Dartford 25574 (24)

HARD TOPS

HEALEY 3,000 2+2, Mk 2 hard top. Cost new £75, sell £40 ono. Tel: D. Francis, Oundle 3519. (23)

INSURANCE

FOR SPORTS and all cars, competitive premiums. Also life assurance, North London Reliance (Insurances) Ltd, 158 High Road, East Finchley, N2. Tel: 01-883 1198. (TC)

WILLIAM GREEN GARAGES LTD

ROWDITCH GARAGE UTTOXETER ROAD DERBY

DISTRIBUTORS FOR RELIANT SCIMITARS AGENTS FOR B.M.W.

NEW CARS

Reliant Scimitar GTE. In satin silver, radio, overdrive, List Price

USED CARS

Crayford-Cortina Coupé. V6 Zodiac 3-litre. Regal red, white roof with Webasto sunshine roof, Rostyle wheels, special suspension, limited slip diff, slot stereo, VHF radio, 11,000 miles, as new. £1,250

1967 (F reg.) M.G.B. GT. White/black trim, radio, belts, one owner from new. £1,050

1968 Ford Lotus Cortina. White/black trim, radio, belts, one owner from new. £935

1967/8 (F) Alfa Romeo 1750 GTV. White/black trim, radio, seat belts. An immaculate, one owner car. £1,475

Telephone: DERBY 42760

V. W. Derrington Ltd. The 'PIONEERS' of speed equipment

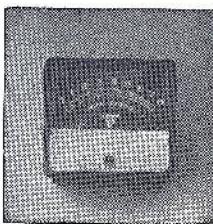
WEBER CARBURETTOR and HIGH PERFORMANCE TUNING SPECIALISTS

ELECTRONIC REVOLUTION COUNTER

8,000 r.p.m. A thoroughly effective and reliable British-made instrument with illuminated dial $3\frac{1}{2}'' \times 3\frac{1}{4}''$ and fixing bracket, 4 and 6 cyl. 6 and 12 V. £5.50. Post 1/-.

Write to us — Visit us (Dept. AS)

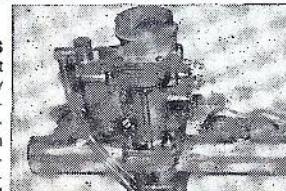
159-161 London Road
Kingston-upon-Thames
or 'phone KIN 5621/2
(STD 01-546 5621/2)



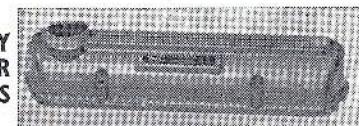
WEBER KITS

WEBER CARBURETTORS are undoubtedly the most efficient, and by merely changing to Derrington designed inlet assembly, performance and economy are both greatly improved. Most designs use the two-stage, twin-choke type. For Consul II and Zephyr 4, £28.10; Zephyr and Zodiac manual, £30, automatic G.B. models, £31.10. For Rootes Group: 28/36 Weber to replace std. twin choke Solex unit suitable for each model, £17. For A, B, Minis, 1100s, Ford 105-116E, £24.10. Post 5/-, and most B.M.C., Ford, Rootes, Triumph and Vauxhall.

Full Catalogues 3/-, Lists 1/6 Weber Carburettors by J. Passini 16/6 Service Manuals (Weber) 12.6, post 1/-



RAM PIPES for S.U. of improved design, balancing piston with inlet depression, thus avoiding retuning. $1\frac{1}{2}''$, $1\frac{3}{4}''$, $3\frac{1}{2}''$, $3\frac{3}{4}''$, $3\frac{1}{2}$ pr. $1\frac{1}{2}''$, $1\frac{3}{4}''$, $3\frac{1}{2}''$, $3\frac{3}{4}''$, $3\frac{1}{2}$ pr. 2", 21/- ea. Post 1/-. Polished light alloy.



ALLOY ROCKER COVERS

Finished black crackle enamel (polished 12/6 extra); Ford 105E, etc. and BMC 'A' Series 82/6; Herald, Spitfire and 1300 87/6; BMC 'B' Series and 1800's 92/6; Triumph TR range 125/- (Postage and packing 5/- extra). Coming soon: New X-Flow Ford, MG, TR2000 & GT6.

INSURANCE

FOR ALL SPORTS AND SALOON CARS at reasonable premiums. Any age of driver insured. J. Law, Insurance Brokers, 50 Great Hampton Street, Birmingham 18. Tel: Northern 4540. (TC)

COMPETITIVE rates for all drivers. Young drivers and sports car owners given every aid. Contact: Secure Insurance Brokers, 343 Green Lane, Harroway, N4. Tel: 01-800 1349. (TC)

SPORTS CARS, LOWEST RATES. Young drivers and those with "unfortunate records" should contact the specialists, Robinson & Co. (Insurance Brokers), 15 Cathedral St., Norwich. Tel: Norwich 27993. (23)

MISCELLANEOUS

STEEL TUBES, round and square, for all types of construction. List on application. C. S. Harbour Ltd, Ellison Gardens, Whitley Gardens, Southall, Middlesex. Tel: SOUTHALL 6166, 6123, 6145. (TC)

SLOT STEREO system with tapes. Perfect condition. £25. Tel: 01-572 0575 daytime. (23)

PERSONAL

INTERNATIONAL. Correspondence, Friendship/Marriage Bureau. All ages. Jean, Queen Street, Exeter, England. (TC)

SLOT STEREO, all types of unit and 400 tapes in stock at William Green Garages Ltd, Uttoxeter Road, Derby. Tel: 42760. (TC)

LONDON/SYDNEY ESCORT

£880

The most thoroughly prepared rally car ever! Fully hand-built at a cost of over £2,000 by Supersport. Driven by Jim Gavin on the London-Sydney Marathon to complete the course and to be the second private Ford to finish.

1600 c.c. selected lined block, Tufridred crank, selected rods and pistons. Stage 1 head and cam. Twin cam sump. Steel main caps. High capacity oil cooler, high pressure oil pump, 1600 radiator.

Full race heavy duty dynamo and regulator, heavy duty battery, all heavy duty wiring to internal fuse boxes. Twin cam suspension all round, including turrets. Twin petrol tanks. All bodywork heavily brazed, all fuel, brake and battery lines inside car. Twin Dural roll-bars, four Cibies, proper seats; fully instrumented. V4 gearbox. Twin cam propshaft.

4.4 differential. Six SP44, 175×13 new tyres on steel wheels. Sump guard, dual brakes.

SUPERSPORT ENGINES LTD
64-66 CHURCH ROAD
ACTON, W.3
01-992 8838 and 01-992 0129

ALL D-B TOWING BRACKETS

are backed by over 40 years' experience in the manufacture of towing equipment.

Simple but robust fitting—to suit most makes of car. Full fitting instructions supplied.

B. DIXON-BATE LTD.
Dept. AS Chester CH3 5NA
Tel: 24034

LE MANS 24 HOURS. The entry list promises the most exciting race for years. We can still accommodate you on our specially chartered boat. Only $13\frac{1}{2}$ gns London to London, including circuit admission. 40-page brochure gives full details. Page Tours Ltd (Page & Moy Ltd), 221/223 Belgrave Gate, Leicester. Tel: 24181. (TC)

GRANDSTAND SEATS in most categories available at Le Mans, Zandvoort, Nürburgring, Monza, and all Championship Races. SAE, GP Box Office, 254 High Street, Uxbridge. (TC)

THE ASHLEY MARRIAGE BUREAU, 10 Corporation Street, Manchester 4 (Est 1953). Successful introductions arranged throughout the country for those seeking a happy marriage. A reliable confidential service. Featured on TV and radio. (TC)

RELL HELMET, size 7. Nomex overalls, underwear and gloves. Also set of Protex boots, size 9. Brand new. Must sell, £35 the lot. Tel: HAM 1951 eve. (23)

LOCK-UP GARAGES available to rent at Catford, London, SE6, in groups of two to ten adjoining. Landlords have no objection to minor repairs being undertaken. Tel: 01-673 4333. (25)

AUTO RACING TOURS can still offer just a few tickets for their tours to Le Mans. Direct only 11 gns and with 8 hours in Paris only 13 gns. Special for Le Mans this year—an English Tea Bar for our patrons. Refreshments and snacks at English prices. Also Nürburgring with 2 nights in Cologne—only 16 gns, and Monza with a 14 days holiday from 47½ gns. Send for free illustrated brochure giving full details. Auto Racing Tours (Proprietors), Homerton Coaches Ltd, 144 Homerton High Street, London E9. Tel: 01-985 6789 and 0236. (23)

PUBLICATIONS

ROAD TEST REPORT published by "Sporting Motorist" features road tests of high-performance British and foreign saloons, GT and sports cars. Latest edition just published. Send 5s 6d (p and p incl) to: Circulation Manager, Haymarket Publishing Group, 9 Harrow Road, London W2. (TC)

RACING DEVELOPMENTS

CHAS. BEATTIE'S PROJECTS have ranged from 4-wheel-drive conversions to Spridget panhard rods. We can do the same for you. Tel: 01-890 4894 for details. (TC)

REGISTRATION NUMBERS

OFFERS OPEN for registration number 7777WW. Tel: 01-992 0637. (23)

JGJ100 AND CYC999 with log books. £30 each. 01-435 1063 (evenings). (23)

JAC5, With registration book. Offers, Emscote Motors Ltd, Emscote Rd, Warwick. Tel: Warwick 42193/41642. (23)

SAFETY GLASS

D. W. PRICE FIT TRIPLEX while you wait. Neasden Lane, NW10. Tel: DOLIS Hill 7222 (10 lines). 2a New Cross Road, Peckham. Tel: NEW Cross 767113. (TC)

LAMINATED windscreens, sensible prices, any car. Mini, £6. Wallace Windscreens, Webber Street, SE1. Tel: Waterloo 5228. (TC)

SHOCK ABSORBERS

KONI SHOCK ABSORBERS are available for practically every car and commercial made. Obtainable from your usual garage or in case of difficulty sole UK Concessionaires J. W. E. Banks & Sons Ltd (Dept K14), Crowland, Peterborough. Tel: Crowland 316-7-8, London Depot: Motortune Ltd, 250 Brompton Road, London SW3. Tel: KENsington 1166. (TC)

SITUATIONS VACANT

Detail Draughtsman with 3 yrs D.O. experience, fully conversant with BS308. Must have served engineering apprenticeship.

Project Engineer/Specialist, Parts buyer, to work with design team through to the finish of prototype testing.

Salesman, experienced in selling Ford performance equipment and competition cars. Only applicants with 1st Class records need apply.

Salesman, fully experienced in selling high performance road cars required by specialist Ford organisation. Applications only from men with proven ability.

Salesman to specialise in marketing of Ford transit van with V6 engine for specialists application. Must have a good knowledge of the Ford Transit.

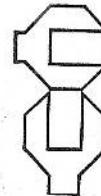
Secretary/Shorthand Typist to generally assist sales organisation dealing in high performance Ford cars.

REPLY IN WRITING ONLY, MARKED PERSONAL TO:

Jeff Uren,
177 Uxbridge Road,
London W7.

TC

MECHANICS, First class men only. Thoroughly experienced with Ford for organisation dealing in high performance and competition cars. Performance & Racing Equipment Ltd, 177 Uxbridge Road, Hanwell, W7. Tel: 01-579 0991. (25)



COLIN YOULE & associates
AUTOMOBILE ENGINEERS

Car Sales Servicing Overhauls Tuning Maintenance Racing & Rallying Preparation

Lotus Elan F.H. Coupé S/E, 1967. Radio, seat belts. £1,095

Triumph 2,000 Estate, 1966. O/d, seat belts, radio, fog lights. Excellent condition throughout. £945

Mini, 19 5. Grey, new tyres, recent overhaul in our own workshop. £285

110 m.p.h. Mini Van 1100 "S" engine. New tyres, recent respray, a great towing vehicle.

Racing Mini. A lightweight rolling shell with every racing extra, less engine, £250. Complete car, with a choice of engine: 850 cc, 1000 cc or 1298 cc £495

FREE OFFER! Any accessories purchased within the next two weeks at **JOHN STANTON'S** new shop 135 Lavender Hill, S.W.11. Tel: BAT 2323 (2 minutes 15.3 seconds from our workshop), will be fitted free of charge.

For further information contact

Peter Bettles

FREEMASON GARAGE

2 North Side, London, S.W.18
Tel: 01-228 6338

DO YOU LIVE IN WEST LONDON WHY NOT TRY US?

R & M BROOKS (AUTOS) LTD
3 Swanscombe Road, Holland Park, W.11
Tel: 603 9715

PERFECTIONISTS ON PERFORMANCE CARS
(All Mechanics are fully trained)

SPECIALISTS IN LOTUS & JAGUAR
WE OFFER EVENING SERVICING
Write, visit or Telephone—IMMEDIATE ATTENTION

SITUATIONS WANTED

MECHANIC (21), C & G. Craftsman's Certificate, awaiting technicians results and has served an apprenticeship. Seeks career with a racing team. No ties, clean driving licence. Box ASP 677. (23)

SPACE FRAMES

NICHOLLS ENGINEERING, 35 Meddon Street, Bideford, Devon. Manufacture and repair of space frames. Can collect and deliver. Manufacturers of Formula Ford. Tel: Bideford 2951. (31)

SPARES & ACCESSORIES

STEWART & ARDEN LTD, London Road, Staines, Middlesex. Main parts stockists of BMC special tuning parts. Tuftridged crankshafts for 850 and 948 A series engines, camshafts, clutches, close ratio gears, limited slip differentials, manifolds, hydrostatic displacer units, anti surge oil pipes, negative camber kits, etc. Also all BMC Stage One tuning kits. Tel: Mr. Winzer at Staines 55288.

WANTED. MGB bits. See MG. (23)

COOPER "S" PARTS

1275 and 970 "S" new short engines from £59. Crankshafts, con-rods, engine and gearbox parts. British Leyland Special Tuning.

Most mechanical and brake parts ex-stock. 648/731 cams, 3-branch competition exhaust manifolds, modified cylinder heads. Limited slip diffs. Janspeed Distributors and Fitting Agents.

Sports-Tune Motor Co

Longniddry,

Port Seton.

Tel: 711/712

(TC)

BEDFORT MOTOR ACCESSORIES, Hatton Road, Bedfont, Middlesex, for that tuning, accessory, cylinder heads, reborers, manifolds, brake shoes, anti-surge oil pipes, can supply and fit close ratio gears. Engine tuning and rebuilding for racing a speciality. Please Tel: for a chat 01-890 0149. Partners Josef Therstappen and John Driscoll of autocross fame. (TC)

ELAN dry sump equipment £40. 3.9 diff (noisy) £8. Comp roll bars, new, £12. Standard wheel cams and bits, racing tyres, 500 and 5.25 x 13. Tel: Romford 40289 (business). (23)

LOTUS gearbox £20. Anglia discs, struts, calipers, lowered, stiffened. Xsport crossmember, negative camber, raxle, locked diff, 70 ton shafts, T-bars, flat springs, Armstrongs, etc. £50. Classic discs, struts, calipers, £20. Anglia sumpguard £5. L/wheel £3. 1964 GT Anglia, tatty body, £140. Tel: Chestfield (Kent) 2396. (23)

SPRITE Mk IV head complete, £12. Set Duplex timing gears and chain, £4. 10s. Anti-roll bar, hydromini, £7. Negative camber kit 2 front, 1 rear, £25. S steering rack unused, £5. Cooper S ex-manifold new, £3. Set 1275 pushrods unused, 25s. Steel centre main strap/bolts, £2. 10s. Pair S doors good condition, £8. Roll over bar Mini, £8. 10s. Sprite 1275 crank unused, £10. 1100 gear extension, 70s. Perspex windows set Mini, £12. 45DCOE Weber new, £23. Lowered coil unit suspension struts set (4), £5. Mini CR70s set (4), £25. Mk II 1100 wheels, 30s each, 91 Cowleigh Road, Malvern, Worcs. Tel: Malvern 4894. (22)

1275 S UNIT complete with all ancillaries, Weber 28/36, manifolds, etc. 40,000 miles. Burns excessive oil. Cash offers. Tel: 01-549 0567 (Kingston). (23)

FACTORY COLOURED glassfibre front ends. Mini (grilles £2.15s, bumper £1.5s), Spridgets, Herald, Split-screen, Es. 1100. Sprite engine (good), £33, still in car. S good head, complete, £16. 10s. Guy performance. Tel: Alcester 2278.

SIX BRANCH EXHAUST WANTED for Raymond May's Zephyr head. Tel: Chesterfield 5657 (day). (23)

45DCOE WEBER as new, £20. 4-branch Ford exhaust manifold, £5. 105E, laminated screen, £4. Steel bonnet, boot and doors, £12. Amal inlets. Tel: Kirby Muxloe 3000 evenings. (23)

MARCOS IRS DIFF, complete with inbored disc brakes, bonnet, wishbones, rear shockers, 2 8¹/₂ and 7¹/₂ Weller racing wheels, Triumph centres, offered. Tel: 051-339 4467 after 8 pm. (23)

FRONT/REAR ANGLIA racing springs, £9. Four 5¹/₂ x 13 wheels, fitted 5.50 x 13 yellow spots, £30. MG cast alloy inlet, 45DCOE, £4. 10s. Tel: 01-458 3692. (23)

1275 S head with new guides less valves, £10. Lucas roof lamp, £5. Brown, Hopton-on-Sea, Suffolk. Tel: Blundeston 386. (23)

EVEN MORE ODDMENTS TO CLEAR

BMC, New MG Midget bodyshell. New MGC wire wheels. MGB and Midget tonneau covers. 'A' Series nickel plated 3-branch manifold. 1275 S crank-shaft. (23)

LOTUS, Cycle wings for Sevens. Elan +2 front bumpers. Elan door shells (early pattern). Twin-cam racing clutch assembly. 1098 Climax ring gear. (23)

ALFA, Duetto Spider hardtop, 2600 front wings, grilles and body panels. 1600 bumpers (slightly marked). Giulietta Sprint bonnet and boot lid. Giulia SS bodyshell rather tatty but very cheap. Assorted suspension and other parts. (23)

JAGUAR, S-type front bumper. Two dished road wheels. (23)

Everything must go at unbelievably low prices!

Tel: David Edgington at

Chapmanslade (Wilts) 383

(23)

GLASSFIBRE Anglia doors, road or race weight, £9. 15s each. Tel: Dartford 25674. (24)

PAIR of 40 DCOE's, £35. 2 x 8¹/₂ and 2 x 7¹/₂ Brabham wheels, fitted Dunlops, complete with half-shafts and front stubs to suit Anglia, £75. Tel: Potters Bar 59368. (24)

FORD limited-slip 5.5 differential, full close ratio gearbox, Anglia glass fibre doors/bonnet/bootlid set as new. Tel: Finnedon (Northants) 223. (23)

FORD 1500 GT ENGINE, Perod head, lightened flywheel, new clutch, £75. Shorrock supercharger kit complete with all parts for Anglia, £30. Big bore for supercharged Ford engines, £10. Scarborough Racing Developments, 26 Castle Road, Scarborough. Tel: 63786. (23)

CORTINA GT carb and manifold, £12. 1600 GT exhaust manifold, £5. 1500 dry sump pan, £7. 10s. 1600 GT wet sump pan, £2. Tel: day 01-799 4551, evening 01-995 0765. (23)

TR3 PARTS, Chassis with new Konis, £5. 4 wheels, £4. Partly rebuilt engine, £5. Unused replacement gearbox, £15. Pair SU carbs, £9. Workshop manual, £0.5. Radiator, £3. Petrol tank, £2. Windscreen, £2. Various other parts. Box ASP 676. (23)

COOPER HEAD (modified) with valves, £6. Cooper competition exhaust manifold, £5. 1½ in SU on Jen-speed manifold, £7. Duplex timing chain and cam-wheel, £0.5. Double valve springs, £1. 4.2 final drive, £2. 4.11 final drive/diff, £3.2. CR70s on 4½ in S wheels, £15. Tel: Woking 65129. (23)

S FULL RACE PARTS: Head with valves, £45. Exhaust system, £18. Rocker-shafts, £30. 40DCOE2 needs servicing, £12. 970 S crank, £30. 002 in down. Bottom pulley, £0.5. Clutch plate, housing, £30. Flywheel, £6. Mk III LSD, £45. Driveshafts, £12. Engine mountings, £1. Anti-roll bar, £5. Various SCC/R gears. 2 x R7 part-worn tyres, £5. Pair Mini van rear doors, £5. R/H Mini door, £3. Pair Mini hubs, c/w shafts, drums, £20. Imp rear sub-frame, c/w hubs, shafts, shockers, £25. Majority above vgc. Wally Hall, Tel: 01-262 1644 (work), 01-997 6552 (home) Ealing, W5. (23)

970 S crank new, £32. New Downton 1275 S race head, complete, £50 or exchange. New Lucas fuel-injection equipment for 1300 S, offers. Two new S drive-shafts with Hardy-Spicer couplings, £17. Tel: Wilsons, Epsom 23901 (Paul Hutton). (23)

CHEAP S PARTS: 13 row oil cooler and pipes, £6. 10s. Brake servo and pipes, £5. Timing gears and chain, £5. Rockers, £6. Distributor, £5. Leather wheel, £3. S twin 1½ in SU's on manifold with air filter, £11. 10s. Twin 1½ in Stromberg on Alexander manifold new, £13. 10s. 948 cam, £5. Standard S cam, £4. Valves, £1 each. Hardy Spicer drive couplings, £5 a pair. Wheel spats, £2. 10s. 8000 revs, £5. Sump shield, £2. 10s. S rear drums and studs, £5. 15-gallon auxiliary tank, £15. Dry S front subframe complete with disc brakes and shock absorbers, £45. S parts bought and sold. Tel: 01-648 3535 (day), Lodge Hill 2696. (23)

More LSD from the USA

Twin pull limited slip devices to fit all BMC 'A' Series axles (and 1.5 'B' Series)

£17. 10s Od

Buy now while stocks last

TEAM MOSPEED,
Factory 2, Burnham Trading Estate,
Burnham Road, Dartford, Kent
Tel: Dartford 25674

(24)

CORTINA BODYSHELL, Mk II, 2-door, almost new, ready to use, £105. Mini bodyshell with fibreglass front, good condition, £50. 1100 engine, excellent, £35. Malham Motor Co, Tel: Worcester 28006. (23)

COOPER S discs, hubs, calipers both sides unused, £25. 970 and 1275 cross-drilled crankshafts new, £22. 1275 S cylinder head complete, £22. 970 and 1275 con rods, £10 per set, S distributor, £5. Duplex timing gears and chain, £5. 10s. S rocker assy, £5. S oil pump, £7. 16. 649 camshaft, £9. Solitaire/Herald diff unit, £8. Imp rear suspension cross-member plated and strengthened, £6. Complete set of Imp circuit ratio gears new, £15. Mike Coombes Racing, 8 Hampton Way, Rugby. Tel: 3232 or 3047. (23)

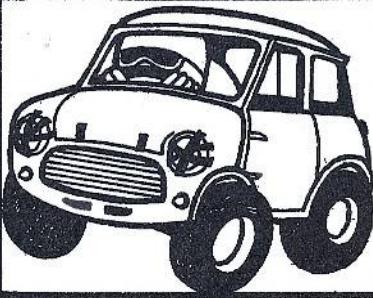
1600E GT camshaft, £4. 6s. 28/36 DCOE Weber carb, £10. Ford alloy tailshaft, £2. 10s. MGB leather s/wheel, £7. Jag leather s/wheel, £5. Cooper S DS II pads, £4. 649 camshaft, £8. S 120 mph speedo, £3. MAE black box and dist, £10. 10,000 rpm tacho, £7. Racing plugs, 10s each. 3.9 Cooper c/w pinion, £3. NASCAR 5-gal fuel chums, £9. 10s. Tel: 01-445 7540, 01-368 8014. (23)

JAGUAR AND LAGONDA

C. STEEL AUTO REPAIRS

We will service, repair and restore these cars to a standard which we think is almost unknown in this day and age. Also we have for sale, Jaguar XK150 D.H.C., which has been rebuilt at a cost of £2,000, mainly with competition in mind, but is fully road trimmed. An XK140 F.H.C. with rebuilt 3.8 engine and overdrive. We also have an Aston Martin DB 2-4 fitted with a Warren Pierce 3/4 Race 3.4 Jaguar engine and close ratio gearbox.

HACKHURST LANE, Lt. DICKER, HAILSHAM, SUSSEX
Hellingly 508



WIDE WHEELS direct from the MANUFACTURERS-

Welded Wheels, Matt Black Finish.
Exchange Prices.
5½" Mini £2. 9.6
5½" Viva/1100 £2.12.6
5½" Anglia/Herald & 6" Cortina £2.15.0
6" Zephyr £2.19.6
All other sizes available

Dunlop Wheels
4½" "S" & Reversed "S"
5½" Lotus Cortina/Herald

£2.15.0
£2.19.6

5" x 10" Alloy £6. 7.6
5½" x 13" Alloy £7.15.0
6" x 13" Alloy £9.15.0

DAVID BOLER & CO
Brook Street, Oldham. Tel: 061.624.5680/2360

SPARES & ACCESSORIES

1275 CRANK, £25. 1293 block, £12. Set 1275 rods, £8. Sicut drop gears, £10. Sicut gears, £10. 4.26 diff, 50s. Also other comp S parts. T. Harmer (Purley). Tel: 01-660 1891 evenings.

1275 SPRITE head complete, £12. Set 5 timing gears and chain, £4. 10s. Set (5) Mk II 1100 wheels, £7. 10s. Negative camber kit Mini, 2 deg front and 1 deg rear, £5. 45DCOE Weber new, £23. Roll over bar Mini, £8 10s. Fibre front end Mini new, £12 10s. Sprite 1275 crank unused, £10. Set 5 SP44s on 4½" in wheels for Mini or S unused, £10. Set CR70s on 4½" wheels (4), £35. Perspex window set Mini, £12. Steel centre main strap and bolts. Wheel arch extensions works pattern large, £6. Standard, £6. S steering rack unused, £5. Set 5 gears complete, £10. 3.4 final drive, £5. Tony Blore Racing, 91 Cowleigh Road, Malvern, Worcs. Tel: Malvern 4894.

ANGLIA LOTUS exhaust manifolds, £6. 2 x SU pumps and filters in series, £6. 10-gallon tank, £5. Lowering block, £1. Spacers, £1. Adjustable, £7 pair. 1200 propshaft, £3. Wray, 2 Harcourt Road, Harrogate, Yorks. Tel: 4589.

ESCORT GT engine complete less starter and dynamo, delivery mileage only, modified for Anglia, Cortina, £75. Close ratio Mk 2 Lotus gearbox. Low mileage, £35. Pair £100. Tel: Barry, Hornchurch 42325.

TWO 6½ ins x 13 MAG WHEELS, Herd Bolton bolting. Two F3 clutches, 0-8000 rev counter. MAE flywheel. Ford 997 cc steel crank, F3 30 deg stomp. 105E short engine, new. Many Firestone saloon car racing tyres. Hewland 8.33 CW & P. Holbay F3 down draught. Manifold. Tel: 01-647 9875 after 6.30 pm.

SPIRE, Mk 2 Ashley GT, H/T, £40. Mk 1 doors, 50s each. Heater, 30s. Fibreglass fronts. Frogeye/Mk 2, coloured, £22. 10s new. Pair F/G Mk 2 wings, £17. 10s pair, new. Ford: Stage 3 head, 1200. £22. 10s complete, 2 5½" J, £10. 2 4½" J, 165 Cints, £12. new, 2 4½" J, 165, F100, £12. new. GT all remote, £8. Centre consul, £9. GT discs, struts, springs, complete, £22. 10s. 0/140 mph speedo, £6. 0/8000 tach, £7. 10s. X/flow 1600 GT head, comp, £20. Weber, inlet, exhaust, £20 X/flow. Spitfire: Mk 1 + 2 hood, new, £6. 5s. Lotus Mk 7 nose cowl, new, £9. Many others. Also buy, exchange. Tel: Autogear, 10.30 am-6 pm, 01-478 8473, otherwise 01-554 4736.

FRONT SUBFRAME with 1275 S discs, shafts £40. S rad £3. Steering box £4. Twin 1¼" SU complete £10. Full race exhaust £5. Towbar £3. Mini brakes, front, £6. Diff. £3. Tel: Barry 01-856 5107.

RACING SPARES. Single-seater frames, suspension, brake parts, etc. Try 'phoning Redditch 5461 (daytime), Droitwich 2064 (evenings).

COOPER S driveshafts, discs, calipers, hubs, pair assemblies, £35. 1275 S half engine, £50. 998 Cooper half engine, £28. 1100 half engine, £22. 13 row oil cooler, £7. Hardy Spicer 3.44 differential assembly, £10. Pair 1½ ins SUS, £7. Many other parts. Tel: Redditch 5461 (daytime), Droitwich 2064 (evenings).

THE FORGE GARAGE

1954 Grand Prix Keift Single Seater. New V8 Brook Weston engine. Spare chassis and four wheels.

£590

1966 Bentley Continental Series III Drop Head Chassis. Low mileage. Complete with wings, bonnet lamps, dashboard, etc. Completely rebuilt and in full running order ready to receive English or Italian coachwork.

£1,750

Aluminium two-seater body. Classical Italian lines. Built by Williams and Pritchard. Hard top, instruments, windows, seats, etc.

£200

1964 3.8S Jaguar. Gold sand, red interior. Power steering.

£675

1961 Facel Vega HK500. Loss engine, abasta roof. Jaguar D-type con. rods, two sets. D-type exhaust manifold.

£100

D-type ZF diff.

£100

Connaught Spares—large collection.

Wanted—E.R.A. Spares—E-type.

GORDON CHAPMAN

THE FORGE GARAGE, ALCESTER ROAD

MAPLEBOROUGH GREEN

STUDLEY, WARKS

TEL: STUDLEY 3307

FORD 289 MUSTANG, Cobra, etc. 1 Shelby alloy high riser inlet manifold, to suit four barrel holly carb, £20. 1 high performance 289 clutch, complete, perfect, £25. Mk III Austin-Healey 4-wire wheels, as new, £15 set. MGB "B" series, etc. 28/36 Weber manifold, only £4. 10s. T/Spitfire Mk III (8-port head), 1½" SU's on manifold, as new, £12. 10s. Also 3½" race SAH cam, £5 as new. 1 Vauxhall VX 490 fully modified cylinder head, new, £17. 10s exchange, £25 outright. For further details Tel: Ampthill (Beds) 3320.

CORTINA BITS. Boot, 30s, N/S rear door, 50s, steering column, etc. 50s, 105E short engines and heads, 50s, 500L x 13 green spots, 50s. 2 Fitz Crescent, Macclesfield. Tel: 4375.

SPHERICAL BEARINGS

SPHERICAL BEARINGS. Britain's largest stockist of rose bearings for motor racing. Collect or COD. Maxperence Products Ltd, Baldon Lane, Nuneham Courtney, Oxford. Tel: Didcot 2935. SAE for list.

SPRAYING

RESPRAYING FACILITIES available in hygienic conditions. First class highly trained staff to produce immaculate finishes in any colour, metallisable, cellulose and synthetics all available. UWF Automatic Engineering, Ace Works, Cumberland Avenue, London NW10. Tel: 01-955 2370.

STEERING WHEELS

All Magna leather rimmed steering wheels.
J. A. PEARCE ENGINEERING LIMITED
Cash only. Open 6 days a week. Call, phone or write:
10-12 Western Rd, Southall, Middx. Tel: 01-574 5364

MOTORLITA (Simon Green), all sizes, all cars. Road and Racing Accessories (Holborn) Ltd, 8 Proctor Street, WC1. Tel: 01-242 3080.

SUPERCHARGERS

WANTED C142B Shorrock blower for Ford. 2 Fitz Crescent, Macclesfield. Tel: 4375.

TYRES

Dunlop, Firestone and Goodyear racing tyres. New and used. 20 per cent off new Cinturatos and G800.

J. A. PEARCE ENGINEERING LIMITED
Cash only. Open 6 days a week. Call, phone or write:
10-12 Western Rd, Southall, Middx. Tel: 01-574 5364

UPTUNE

FOR ALL FORD CONVERSIONS

COMPLETE ENGINE

SUSPENSION

HEAD

ROAD RALLY RACE

FORD CONVERSION SPECIALISTS

FORMULA FORD ENGINES

(exchange if required)

UPSHIRE SERVICE STATION

Upshire Road, Waltham Abbey, Essex

Tel: Waltham Cross 28080 & 26660



CONTINENTAL TYRES of BMW, Mercedes-Benz, NSU, Porsche, Volkswagen and all British models. Radial or cross-ply tyres in all sizes, wheel balancing. Free fitting. Continental Tyre Sales, 26 Upper Richmond Road, London SW15. Tel: 01-874 7370. And at John W. Brain (Garages) Ltd, 34 Pitlake West, Croydon, Surrey. Tel: 01-688 5650.

GOODYEAR 525 x 13 RACING TYRES. Three very slight wear, £6 each. Five 2½" worn, £3. 10s each. Lovell. Tel: Gerrards Cross (Bucks) 82402.

WANTED: Set of low profile to fit 15 in 6½" J. New or used. Watts, Globe House, Arlingham, N. Devon.

2 6.00L x 13RT. As new, £6 each. 2 5.25M x 13 R6 5½" worn, £1 each. Wray, 2 Harcourt Road, Harrogate. Tel: 4589.

FIRESTONE 150 compound, two 550—810 x 13; two 600—10.50 x 13; four new tyres, £30. Tel: Redditch 5461 (daytime). Droitwich 2064 (evenings).

2 DUNLOP RACING TYRES, 7.00L x 13, white spots, brand new with tubes, £8 each. Tel: Tisbury 332.

WANTED

LOTUS TWIN-CAM engine, complete or parts, also dry-sump bits to suit. Cash waiting. Will also buy damaged heads. Tel: 01-534 6960.

SPORTS AND VINTAGE CARS wanted any year or make. JK Sports. Tel: 01-340 7487.

BASIL ROY LTD require Morgan Plus Four models for cash or part exchange for any make. 161 Gt Portland Street, W1. Tel: LANGHAM 7733.

HIGHEST CASH PRICES PAID. We require all makes, models, years. Sports, GT saloons. Almost anything. Condition not important. HP settled, also exchanges. Tel: 01-578 1345.

PERFORMANCE CARS LTD are keen buyers of well maintained (with history) sports cars, either for cash or px. Great West Road, Brentford, Middx. Tel: 01-550 7011.

LOOK!! ALL CHEAP SPORTS AND RACING CARS! Immediate cash payment. Telephone now! 602 0748 (Kensington, London).

DAMAGED E-TYPE wanted. Tel: St Albans 61000 (day time).

WANTED: Lotus Elite rear bumper in good condition. J. Arnold, Meriden Hall, Meriden (Tel: 373). Warwickshire.

GEARBOX SPRITE rib case, c/ratio, s/cut, magnesium alloy wheels, 7½" in wide, 13 in dia. B. J. Aston, 20 Clanfield Drive, Chandlersford, Hampshire.

FORMULA FORD WANTED. Must be competitive car. Tel: Chesterfield 75518.

SPORTS CARS, GT cars, Vintage cars. Tel: Chesterfield 75518.

DAMAGED sports car urgently required, preferably MGB/E-type/Elan. Immediate cash payment. Tel: 01-579 4999.

WANTED:

Brabham—BT 10, 15, 16, 18, 21, B, C, 23—and any other good Formula car. Complete or less engine, gearbox, or both. Top prices paid for immaculate cars by America's largest importer of Formula race cars. Contact:

Fred Oper Racing

171 Route 4

Paramus, New Jersey

U.S.A. 07652



CAM OF POTTERS BAR

CAR CARE CENTRE

HIGH PERFORMANCE SPECIALISTS

MAINTENANCE - REPAIR
SERVICE - CONVERSIONS

Lotus, Jaguar, Alfa and all high quality
and performance cars

★ ★ ★
CAR ACCESSORY MOTORS LTD

The Workshops, Princes Parade
High Street, Potters Bar, Herts
Tel: PR 50266 & 50267



WIRE, STEEL AND ALLOY

MOTOR WHEEL SERVICE & REPAIR CO.

71 Becklow Road
Shepherds Bush, London, W.12
01-743 3532

WANTED

WANTED URGENTLY. Shorrock supercharger with manifold, pulleys, etc. Suit Mini. Reasonably good condition. 48 Beaufort Road, Southbourne, Bournemouth. (25)

COOPER. Lockheed Servo, diaphragm clutch, flywheel, etc. Tel: Alan Job, Huyton 7639. (23)

WHEELS

All wheels. Magna, steel, wire, Borran, etc.

J. A. PEARCE ENGINEERING LIMITED

Cash only. Open 6 days a week. Call, phone or write: 10-12 Western Rd. Southall. Middx. Tel: 01-574 5364 (TC)

WEST LONDON REPAIR CO. LTD. 5 Lancaster Road, Wimbledon Common. Tel: WIMbledon 631617. Specialist repairers for over 40 years of wire and easy-clean wheels. Stove enamelling. Replacements. (TC)

WHEEL SERVICE. Wire and easy-clean wheels repaired. All makes in stock for exchange or outright sale. Motor Wheel Service, 71 Becklow Road, London W12. Tel: SHEpherds Bush 3532. (TC)

FOUR 13 ins Tech Del Minilite magnesium wheels. Ex Fiat 850. Suit others £40. Tel: 01-878 0489. (23)

BRABHAM 9 ins x 13 ins. £19; 10 ins x 13 ins. £25; 10 ins x 13 ins Pearce Magna MK II Brabham centres, £18. Tel: Redditch 5461 (daytime), Droitwich 2064 (evenings). (23)

WHEELS AND TYRES

TWO 7 x 13 MINILITES and nuts with Rootes/BMC centres, fitted 4.50 m Dunlops. £40. Tel: Longhope (Glos) 210. (22)

MAG WHEELS. Two 10½ x 13. Two 8½ x 13, 4 stud centres. Fitted 600L 500L Dunlops. £85 ono. Tel: Dartford 23958. (23)

FOUR LATEST E TYPE wire wheels. Chrome. £45. Tel: Birmingham 021-770 4686. Gentleman who phoned recently please contact. (23)

WANTED, pair 8 ins magnesium or alloy wheel, 4 ins centres, also suitable racing tyres, tubes. Tel: Bristol 47760, evenings. (23)

CR81 DUNLOP Mini racing covers, tubes, fitted 6 ins Mamba alloy wheels (4). £48. CR65s, fitted 4½ J, revrims (4). £25.—Wanted: Minilites 5½ x 10 ins. Tel: 01-363 1223. (23)

STOP PRESS CLASSIFIEDS

BEACH BUGGY

Q. What's sparkling tangerine with 10 in wide wheels, wins traffic lights grand prix, draws crowds whenever stationary? A. My new reg'd Buggy built regardless of cost, which can be bought less engine or with choice of VW/Porsche. P/exchange possible. Tel: Hildenborough 2009 (Kent). (23x)

FORD

CORTINA GT, 1965, gold, sunroof, 5½ G800, Motorola, spots, £475 ono. Tel: 573 4224, after 6. (23x)

HONDA

S800 SPORTS COUPE, 20,000 miles, radio, standard metallic silver, 1967/68, offers over £600 to David Camey. Tel: 01-723 2093 (London). (23x)

LOTUS

1967 LOTUS ELAN FHC S/E, radio, yellow/black, 1598 cc, 143 bhp. Broadspeed engine, cost £450. Fuel injection, £1295. Part ex. HP. More details. Tel: Reading 82816. (23x)

1967 FHC, carnival red, all usual S/E extras, Cibie lights, 25,000 miles, very good condition. £1180 ono. Tel: 021-355 2444, any time. Nigel. (23x)

1965 ELAN S2, H/S toos. Radiomobile, metallic green. £745 ono. Tel: Darton (Yorks) 2920 (after 6). (23x)

MINI-COOPER

1275 COOPER S, 1964, dry suspension, cooler, twin tanks, 4½ J, undersealed, radio, two owners. 41,000. Excellent condition. Many extras, going abroad. £380 ovno, cash. Derek Salvage, 19 Brangwyn Drive, Brighton 6. Tel: 55324 after 7. (23x)

AUSTIN COOPER S, rebuilt, registered '69. Electric windows, excellent condition. £450. Tel: Waltham Cross 21176, evenings. (23x)

1965 COOPER 998, low mileage, S wheels, servo, Koni adaptors, new radials, battery, quick sale, £345. Tel: 01-977 2250 (evenings). (23x)

1275 red, black roof, bonnet, boot. G800 tyres, special dash, rev counter, oil pressure gauge, ammeter, radio, clock, reverse lamps, mirrors, 1/rim steering wheel. Immaculate, must not be confused with untidy lumps. HP poss. Please Tel: 01-360 6765, 9 am to 5 pm, and 01-360 8860 after. North London. £575 ovno. (23x)

1275 COOPER S, Sept '66, mint condition, 23,000 miles. Abarth exhaust, reverse 4½ J, £525. Tim Turner, Sutton, Surrey. (23x)

1963 COOPER, Undersealed, seat belts, radio, MoT, in good condition. £235. Tel: Guildford 66711. (23x)

MINI-COOPER, 1963. Special black finish (original), new MG 1100 engine. Webasto roof, seat belts, Konis, twin spots, Clnts, hubcaps, and all nice things like that. In first-class order throughout. Out performs 1071 S. £275. Tel: Mrs Martin, Penn (Bucks) 3369. (23x)

RACING CARS

LOTUS 7 1000 cc competitive car. Half share (will split) for sale, £175 ono. For full details Tel: Tadley 3716. (23x)

1000 cc HARTWELL IMP. Full race Hartwell engine, Jack Knight gearbox, 7 in Minilites, front radiator, etc. Fibreglass doors, boot and bonnet, resprayed to customers choice of colour. £545 incl trailer. Tel: Dundee 66446. T. Philip. (24x)

FULL RACE 1650 cc AUTOCROSS ANGLIA, built this year. Competition struts, Adjustarides, antiramp bars, LSD, Ultragrips, roll cage, bucket seat, instruments, lightened body, competitive car, must sell. Four meetings, £300 cash. Will deliver if required. L. Holland, 87 Chalgrove Cres, Ilford, Essex. (23x)

LOTUS 7 IRS. One of the fastest Clubman cars, currently leading in championships. For further details Tel: Clive Santo, at 01-303 6025 (day). 01-650 5111 (evenings). (23x)

TRAILERS

DOUBLE-DECK REID trailer. A1 condition, including brakes, spare wheel, lights, dampers, etc. £135. Tel: Goodman, Gerrards Cross 82521. (23x)

TRANSPORTERS

2-LITRE FORD TRANSIT 22 cwt, 1966, 4000 miles since new engine and complete overhaul. Foldaway bed, tow-bar, new tyres, £395. Also double-deck trailer. Tel: Goodman, Gerrards Cross 82521. (23x)

TRIUMPH

TR4, 1963, o/d, w/wheels, 5 new radials, immaculate in white with Surrey top, £450. HP and p/exch could be arranged. Tel: Selsey 3678 (Sussex). (24x)

1966 VITESSE convertible, overdrive, undersealed, new tyres, battery, well maintained. £515. Tel: Guildford 66711. (23x)

1965 TR4, o/d, wires, Motorola, white, good condition, all extras, taxed Nov. MoT Nov. £645. Westlake, 79 Nursery Road, Cheadle Hulme, Cheshire. (23x)

Selling Your Car?

AUTOSPORT CLASSIFIED ADS.

Are carefully read each week by many thousands of prospective buyers.

It pays to advertise!

VAUXHALL

VIVA GT, October 1968, white/black, 4000 miles only, radio, tremendous saving. £875 Birches Bridge Garage. Tel: Codshall 3988. (23x)

ENGINES

4.7 FORD J block, Crank grind, new bearings, rings, rebuilt as short block assembly. £165. Complete 4.7 Ford full race engine J block, spot faced rods, new forged flat topped pistons, large valve heads, Sullivan cam, £385. Also set of the 5-litre pistons, forged "pop up" tops as new. Sundry clutches to suit 4.7 Ford. Sanger, Tel: Bradford-on-Avon 2447. (24x)

1071 cc COOPER S engine/gearbox unit, complete less manifolds. Offers to 23 Geoffrey Crescent, Fareham, Hants. (23x)

R68 HOLBAY F3 engine. Has just been rebuilt by Holbay at a cost of £200. One short practice session since. Complete with all ancillaries. £500 ono. Owner going twin-cam. Box ASP 680. (24x)

TR2, stanhart reconditioned, low mileage, complete from carbs to clutch. £40 ono. Tel: Saundersfoot 3348 evenings. (23x)

FULL-RACE five-bearing MGB engine. £175 ono. For full specification Tel: Tadley 3716. (23x)

1968 WORLD CHAMPIONSHIP

WON ON

ARMSTRONG

SHOCK ABSORBERS

Armstrong Roadholder Shock Absorbers with fixed or manually adjustable settings give the ultimate in roadholding.

MAKE THE CHOICE THE WORLD CHAMPIONS MAKE

Available from your local speed shop.
Trade enquiries.

ARMSTRONG EASTGATE, BEVERLEY, YORKS
Tel: 0482 882212

EXHAUSTS

GT40 crossover exhaust system. Also crossover for 4.7 US Ford saloon. Weber inlet manifold with throttle linkage. Williamson, Tel: Wroughton 592. (24x)

PERSONAL

£500 offered for half-share in competitive car, by experienced Brighton driver. Any other offers considered. Box ASP 681. (23x)

SITUATIONS VACANT

MECHANIC urgently required to maintain winning clubmen's car, full season planned. Tel: 01-836 4363 ext 711 (bus), 01-736 5310 (home). (24x)

SPARES & ACCESSORIES

CLEARANCE SALE

1967 Ginetta G4. Space frame, 3 mag wheels, C/R gearbox, diff, etc, crossflow rad, complete and assembled. Ex engine.

2 40DCOE Webers and Ford manifolds

4 Ford 5½J steel wheels

2 Ford steel wheels 7 x 13

1 28/36 DCD Weber and chrome air cleaner on Ford manifold, new

1 Ford GT exhaust manifold

1 exhaust manifold suitable Anglia with twin Webers

1 Ford 1500 5 bearing GT block with con-rods, as unused since uprated and recond by Koni

GREENWAY CAR SALES STATION GARAGE STEETON, YORKS

Tel: Steeton 3034/2285

(23x)

MGB 45DCOE Weber and manifold £25. 1½ in SU's and manifold £15. Standard gearbox £15. Loveday, Tel: Cirencester 3342. (23x)

CHROMED JANSPORT exhaust manifolds Chev V8, £40. 3 MG twin-cam rods, £10 10s each. A/H 3000 LIS diff, new, £50. Tel: Tadley 3716. (23x)

SET FIRESTONE INDY for 7-8 in, 9-10 in. £12. Pair Cooper 10½ in discs £5. Excellent 2000 cc Climax £275. 175 amp arc welder £26. 2 Lotus 5½ in x 15 wheels £5. Heavy duty Lucas starter, rebuilt. £12. Assembled Crosslé rear hub carriers with discs, bearings, spindles, offers. 1955 Vanguard towcar, £35. Tel: 01-856 1306. (23x)

SPARES, SPARES, SPARES

MINI. We have everything for the Mini, new or JSH. 1100. Doors, subframes, seats, trim, wheels, clocks, etc, etc. All s/hand. MG MIDGET Mk 4. Same as above. Mk 4 Sprite bodyshell 1100. Roof complete, boots, bonnets, etc, etc. AUSTIN HEALEY SPRITE. Knock on wires, disc assemblies, sic close ratio Sprite gearbox. ALF AROME 1300 twin-cam, perfect, 4-speed box. Plus hosts of spares and competition parts for the Mini racer.

Phone GEEJAY & SON at 01-450 7054 and ask for George. (23x)

WANTED

COOPER remote. Restali bucket seat. S. Haughton, 1 Oxford Road, Acorns Green, B'ham. (23x)

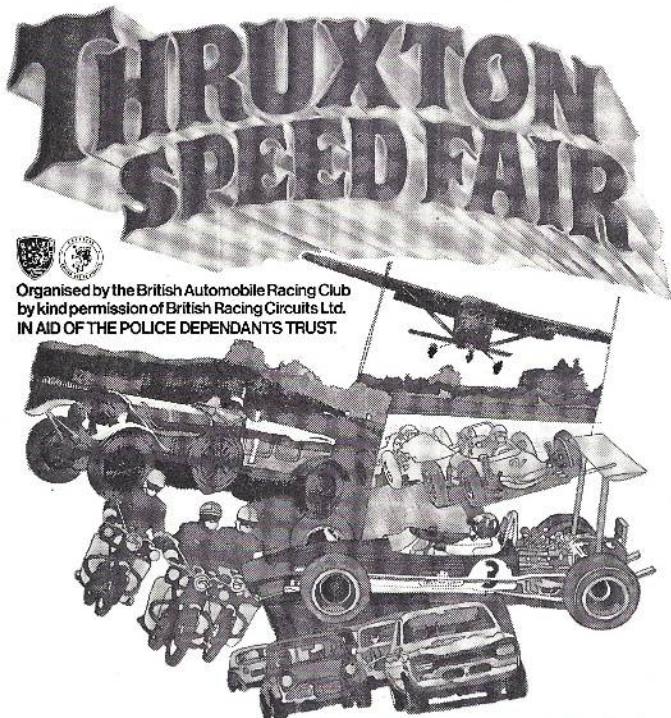
PAIR 40 or 45DCOE Webers. 9 in and 11 in mag wheels. Brabham or WHY. Tel: Tamworth 4034 evenings. (23x)

WHEELS AND TYRES

WANTED URGENTLY: Spridget or any "A" series wide rims, preferably with tyres. Tel: High Wycombe 29625 (day), 21794 (night). (23x)

TWO 13 in diameter and 8 in wide wheels, £10. Firestone racing tyres, 122 M/X, 125 tread, 10.15 and 13.60 15. Used and new. Sanger, Tel: Bradford-on-Avon 2447. (24x)

TWO MAG alloy 15 in x 12 in wheels fitted, almost new 15/12.20/15.50 Firestones plus two spare tyres, little wear, £65. Will split. Tel: Tadley 3716. (23x)



Organised by the British Automobile Racing Club
by kind permission of British Racing Circuits Ltd.
IN AID OF THE POLICE DEPENDANTS TRUST.

SUNDAY JUNE 15th 1969

Start 1.30 p.m. Enclosure Admission 10/- Children (under 14 accompanied) 2/6.
Paddock Transfer + 5/- Grandstands + 5/- Car Parking Free. Car Races, Kart Races,
Autocross, Driving Tests, Gymkhana, Demonstration run by Graham Hill in a Formula 1 Lotus,
Barbeque, Displays, Parades, Filmshows.
Details from B.A.R.C., Sutherland House, 5-6 Argyll Street, W1 Tel. 01-437 2533
or Thruxton Circuit near Andover, Hants. Tel. Weyhill 352.

LONDON'S OWN

VETERAN CAR •• RALLY •• CRYSTAL PALACE CIRCUIT

**ADMISSION
FREE
CAR PARK
5/-**

SUNDAY JUNE 15TH START 11AM.

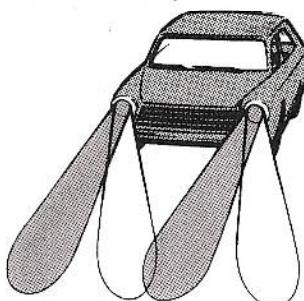
PARADE OF VETERAN, VINTAGE AND
CLASSIC CARS, CONCOURS DELEGANCE
AND "FASHION CONCOURS", DRIVING TESTS
FOR VETERAN CARS.

ORGANISED BY THE VETERAN CAR CLUB G.B. (LONDON
SECTION) SPONSORED BY THE MERCEDES-BENZ CLUB

Going abroad? make sure your headlights dip correctly with Lucas



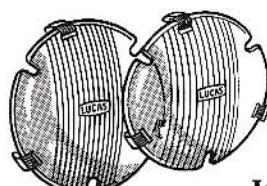
Taking your car to the Continent this year? Then comply with the right-hand rule of the road and make sure your headlamps do not dip towards oncoming traffic — by fitting Lucas 'Dip-Right' Lens Converters.



These clever yellow lenses simply clip over your headlamp rims and at 24/6 for 5 3/4" headlamps and 27/6 for 7" you cannot afford to be without them.

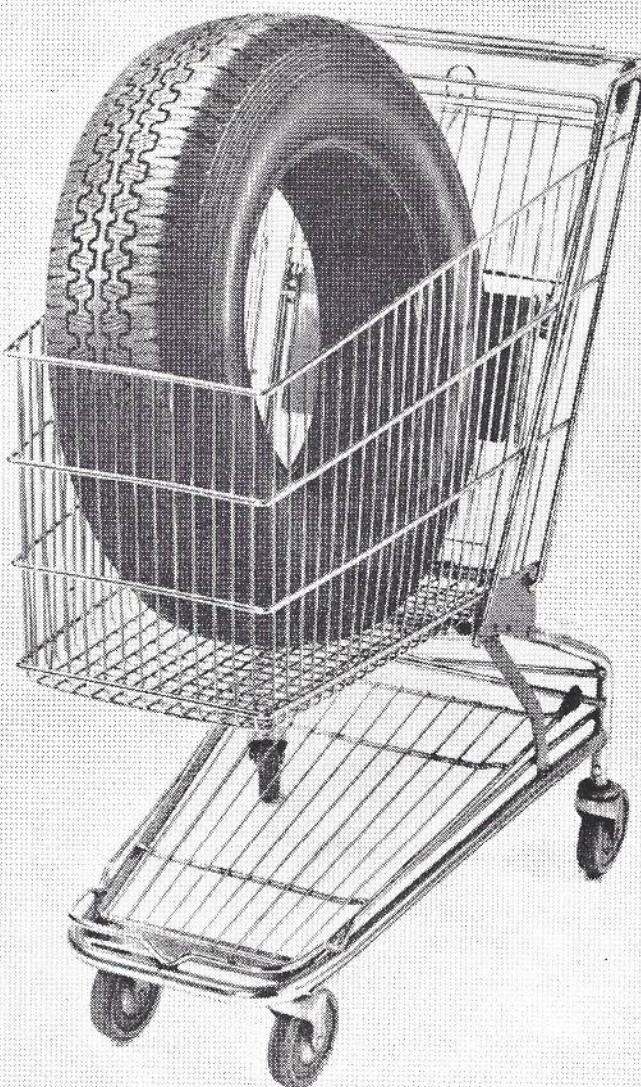
You'll probably find it helpful to take the Lucas Continental Service Brochure along too.

Write for publication 904
— supplied free.



LUCAS

Joseph Lucas Ltd, Birmingham 19.



The problem is not finding radial ply tyres -but choosing one

Everybody makes radial ply tyres now - there's a confusing array of patterns and makes to choose from. We don't mind a good idea spreading, after all we were the first people to make an all-textile radial ply tyre - the Cinturato - a tyre that holds leech-like on bends, that increases performance, and gives confidence. The people who know stick with Cinturato. Join them, and buy a set. Fill in the coupon for a free booklet.

PIRELLI
CINTURATO

Pirelli Performance Bureau
343 Euston Road London NW1

Name _____

Address _____

Make of car _____

As